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No. 19,189 號九十八百一千九萬一第 日六初月十年未己 HONGKONG THURSDAY, NOVEMBER 27TH, 1919. 四拜禮 號柒廿月一拾年我國民華中 PRICE, $3 PER MONTH.

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PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

WEEK DAYS.

| | | | | |
|---|---|---|---|---|
| 7.00 a.m. | to | 8.00 a.m. | Every 15 | minutes |
| 8.00 " | to | 9.30 " | " 10 | " |
| 9.30 " | to | 11.00 " | " 15 | " |
| 11.30 " | to | 12.45 p.m. | " 15 | " |
| 12.45 p.m. | to | 1.15 " | " 10 | " |
| 1.15 " | to | 1.45 " | " 15 | " |
| 1.45 " | to | 2.15 " | " 10 | " |
| 2.15 " | to | 5.00 " | " 15 | " |
| 5.00 " | to | 8.00 " | " 10 | " |

NIGHT CARS.
6.50 p.m., 8.00 p.m., 9.30 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.
Extra Car—12.00 Midnight.

SUNDAYS.

| | | | | |
|---|---|---|---|---|
| 7.30 a.m. | | | | |
| 8.00 " | to | 10.30 a.m. | Every 15 | minutes |
| 10.30 " | to | 11.00 a.m. | " 10 | " |
| 11.30 " | to | 12.00 noon | " 15 | " |
| 12.00 noon | to | 1.00 p.m. | " 10 | " |
| 1.00 p.m. | to | 5.30 " | " 15 | " |
| 5.30 " | to | 6.00 " | " 10 | " |
| 6.00 " | to | 6.30 " | " 15 | " |
| 6.30 " | to | 8.00 " | " 10 | " |

NIGHT CARS.
As on Week Days.

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Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.
[70

## KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after TUESDAY, SEPTEMBER 16TH, 1919, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

| Stations | | No. 1. Local. a.m. | No. 5 Through Express. a.m. | No. 7 Local. a.m. | No. 9 Through Slow. a.m. | No. 11 Local. a.m. | No. 13 Through Express. p.m. | No. 17 Local. p.m. | No. 19 Local. p.m. | No. 21 Local. p.m. |
|---|---|---|---|---|---|---|---|---|---|---|
| CANTON (Tai Sha Tau) | dep. | | 7.20 | | 8.35 | | 3.30 | | | |
| SHEK LUNG | arr. | | 8.40 | | 11.07 | | 4.45 | | | |
| | dep. | | 8.45 | | 11.17 | | 4.50 | | | |
| Shum Chun | arr. | | 10.10 | | 2.00 | | 6.40 | | | |
| | dep. | 7.27 | 10.30 | 8.10 | 4.30 | 11.45 | 6.45 | 3.50 | 5.04 | 6.11 |
| Sheungshui | dep. | 7.33 | — | 8.16 | 4.37 | 11.51 | — | 3.56 | 5.10 | 6.17 |
| Fanling | dep. | 7.37 | — | 8.21 | 4.42 | 11.55 | — | 4.00 | 5.14 | 6.21 |
| Taipo Market | dep. | 7.46 | — | 8.32 | 4.54 | 12.05 | — | 4.12 | 5.24 | 6.33 |
| Taipo | dep. | 7.52 | — | 8.37 | 5.00 | 12.09 | — | 4.17 | 5.28 | 6.35 |
| Shatin | dep. | 8.04 | — | 8.50 | 5.14 | 12.22 | — | 4.40 | 5.41 | 6.48 |
| Yuenmati | dep. | 8.17 | — | 9.04 | 5.30 | 12.35 | — | 4.53 | 5.53 | 7.00 |
| Hunghom | dep. | 8.23 | — | 9.10 | 5.36 | 12.41 | | 4.59 | 5.59 | 7.06 |
| KOWLOON | arr. | 8.26 | 11.10 | 9.13 | 5.39 | 12.44 | 7.25 | 5.02 | 6.02 | 7.09 |

On Sundays and Public Holidays only.

UP TRAINS

| Stations | | No. 4 Local. a.m. | No. 6 Through Express. a.m. | No. 8 Through Slow. a.m. | No. 10 Local. a.m. | No. 12 Local. a.m. | No. 14 Local. | No. 16 Local. p.m. | *No. 18 Through Express. p.m. | No. 22 Local. p.m. | No. 2 Local. p.m. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Last Ferry leave | H.K. | 6.25 | 7.55 | 9.05 | 10.15 | 11.15 | 11.45 a.m. | 1.05 | 2.45 | 4.35 | 6.05 |
| KOWLOON | dep. | 6.45 | 8.10 | 9.20 | 10.33 | 11.33 | 12.01 p.m. | 1.13 | 3.00 | a.m. | 6.25 |
| Hunghom | dep. | 6.50 | — | 9.25 | 10.37 | 11.37 | 12.04 | 1.22 | — | 4.55 | 6.19 |
| Yuenmati | dep. | 6.57 | — | 9.32 | 10.43 | 11.43 | 12.09 | 1.28 | — | 5.02 | 6.35 |
| Shatin | dep. | 7.09 | — | 9.44 | 10.56 | 11.56 | 12.22 | 1.40 | — | 5.14 | 6.47 |
| Taipo | dep. | 7.22 | — | 10.00 | 11.09 | 12.06 | 12.35 | 1.53 | — | 5.27 | 7.01 |
| Taipo Market | dep. | 7.26 | — | 10.07 | 11.13 | 12.13 | 12.38 | 1.57 | — | 5.31 | 7.05 |
| Fanling | dep. | 7.37 | — | 10.19 | 11.23 | 12.23 | 12.47 | 2.07 | — | 5.41 | 7.15 |
| Sheungshui | dep. | 7.41 | — | 10.23 | 11.27 | 12.27 | 12.50 | 2.11 | — | 5.45 | 7.19 |
| Shum Chun | arr. | 7.46 | 8.50 | 10.29 | 11.33 | 12.33 | 12.55 | 2.16 | 3.40 | 5.50 | — |
| | dep. | — | 8.55 | 10.50 | — | — | — | — | 3.45 | — | — |
| SHEK LUNG | arr. | — | 10.35 | 7.33 | — | — | — | — | 5.22 | — | — |
| | dep. | — | 10.40 | 8.15 | — | — | — | — | 5.30 | — | — |
| CANTON (Tai Sha Tau) | arr. | — | 11.50 | 5.10 | — | — | — | — | 6.40 | — | — |

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NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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| | | a.m. | p.m. | p.m. | p.m. | | | a.m. | a.m. | p.m. | p.m. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Fanling | dep. | 8.50 | 12.00 | 2.20 | 6.00 | Shataukok | dep. | 7.05 | 10.20 | 1.05 | 5.00 |
| Shataukok | arr. | 9.45 | 12.55 | 3.15 | 6.55 | Fanling | arr. | 8.00 | 11.15 | 2.00 | 5.55 |

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| Length on Keel Blocks | 510 feet. | 350 feet. | 714 feet. |
| Width of Entrance on bottom | 77 " | 53 " | 83 " |
| Water on Blocks at Spring Tide | 26 | 24 " | 24 " |

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
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| Max. Breadth of Ship taken | 56 " | 66 " | 98 " |
| Max. Draft of Ship taken | 22 " | 26 " | 30 " |

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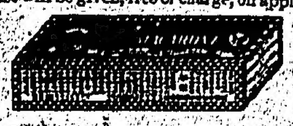

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## PORTUGAL AND HER COLONIES.

### CLEAR STATEMENT DESIRABLE.

[FROM THE CORRESPONDENT OF THE LONDON "MORNING POST."]

LISBON, October 6th.

Several newspapers, especially the *Diario de Noticias* and the *Seculo*, are doing good work by keeping the subject of the Portuguese colonies before their readers. The Portuguese are perhaps slow in initiative, they require encouragement, and react but spasmodically against repression of any kind, but once they have a matter really at heart they can act with unswerving pertinacity. Once the subject of colonial development has reached this stage the future of Portugal will be assured. For the development of a great part of the Portuguese colonies much capital is essential, but in other parts the private enterprise of more humble workers, under a stable administration, will be able to achieve much. Some Portuguese missionaries are preparing to go out, and as soon as communications are improved it is probable that private enterprise and capital will follow.

COLONIES NOT NEGLECTED.

But the Portuguese will require to be assured that their efforts will not be suddenly frustrated by some administrative measure or political change at Lisbon, and that they are working for themselves and their country. So long as some irresponsible newspaper from time to time suggests that Portugal is no coloniser and should be deprived of her colonies, the impression created in Portugal is, to say the least, discouraging. It is forgotten that Portugal has not, as many persons seem to suppose, entirely neglected her colonies—in several of them progress has been marked—and that for years she has been struggling in the toils of a financial situation which was disastrous before the war and is now impossible.

The fair thing would be to tell Portugal plainly that no one at present dreams of depriving her of any part of her colonial empire, to render her all possible assistance in the matter of transport, and to see that she obtains a large sum to be employed in the building of colonial railways, especially those from the coast to the interior of Angola, and in otherwise developing the resources of the colonies. At the same time a formal understanding should be reached to the effect that if, in some thirty years, the Portuguese colonies are still exceptionally backward, their future should be submitted to the discussion and decision of an international council. The situation would then be quite clear, the Portuguese would know exactly where they are, and would have an incentive to bestir themselves. They would also realise that foreign initiative and enterprise and capital, far from endangering her possession of Portugal's colonies, would tend to make it more secure.

TRANSPORT DIFFICULTIES.

It is largely a question of transport and rapid communications; indeed, Portugal's whole future depends on a speeding up in this respect. At present the delays in post and telegraph are as great as during the worst days of the war, and as to transport to and from the colonies, the country is shocked by the incompetence shown in improving a service which is vital to Portugal under existing conditions. The problem required no vast intelligence but persistent uniform action, and this the changes of Ministry have rendered impossible. Thousands of tons of provisions, the scarcity of which is felt in Portugal, are wasting and rotting in the colonies. No doubt starvation may be one of the penalties to be paid for the privilege of being democratically governed, but there are limits to a people's patience, and these seem likely to be reached during the approaching winter and spring unless a new spirit, and, above all, a spirit of continuity, be brought to bear on the whole question of provisions and communications.

## PORTUGAL'S NEW PRESIDENT

LISBON, October 5th.

To-day Admiral Canto e Castro ceases to be President of the Portuguese Republic and Dr. d'Almeida takes the oath before the Joint Assembly of Senators and Deputies. As leader of a small political party, Dr. d'Almeida strove and intrigued to obtain this position, but it is possible that he will not find it altogether comfortable. No Portuguese President has hitherto reached the end of his four years of office. Of Dr. d'Almeida's predecessors one resigned, one was expelled, one was shot, and the tenure of two was only provisional. Thus it is under the auspices of its sixth instead of its third President that the Portuguese Republic celebrates its ninth birthday.

Many object to Dr. d'Almeida as a party man, but others see in this some hope for the future, since a man as versed as he must be in all the pitfalls of party politics should surely be able to see the wisdom of widening his horizon and adopting a national policy.—*Morning Post.*

## HONGKONG DEFENCE CORPS.

NOTICE.

Hongkong Rifle League.—A practice shoot for possible and probable members of the H.K.D.C. team will take place at King's Park Range on Saturday, 29th inst., commencing at 2.30 p.m. Ammunition should be purchased at Headquarters not later than 1 p.m., on Saturday, 29th inst.

G. E. STEWART, Capt.,
Adjutant, H.K. Defence Corps.

Hongkong, November 26th, 1919.

## SOUTH PACIFIC TRADE.

### SCOPE FOR BRITISH ENERGY.

Mr. Thomas J. McMahon, an Australian traveller in the South Pacific Islands, described his impressions, with the aid of many lantern views, before the Royal Photographic Society on October 15th.

He emphasised the commercial possibilities and great resources of the Islands, and their importance to the British Empire. The British were the first to make the commercial discovery of the Islands, and he wanted to see British trade on the top and British influence what it had been. But it was now overshadowed by the energy of other nations, particularly the Japanese, whose advance had been startling since the war. The Australian fear was that unless there was a powerful effort towards revival, British influence must decline.

The insistence of the Japanese on a mandate for the Carolines and Marshalls, and the demand of the Germans before the signing of Peace for their former South Sea possessions, pointed to their great commercial possibilities. German New Guinea, which had an area of 100,000 square miles, was particularly fertile. The Germans could not colonise. British administration, however, had everywhere been very successful, and there was no word that the natives loved more than "British." It had been the German dream to make New Guinea a stepping-stone to Australia and to form a German Empire in the South Pacific. Hence the German plans were on a most solid and extensive scale, including the construction of roads all over the Island and the building of the biggest dock in the world. The natives had been famous as performers of the goose-step, but they were now famous for the help they gave to Australian administration.

The lecturer described the wonderful natural resources of the Islands, the development of which had been so rapidly advanced that it now represented ten million pounds a year of trade, and offered an expanding field for British enterprise.

## MORE MERCHANT SHIPS.

### BRITISH YARDS' INCREASED CONSTRUCTION.

Returns compiled by Lloyd's Register of Shipping show that there were 781 merchant vessels of 2,816,773 tons under construction in the United Kingdom at the close of the quarter ended September. This showed the large increase of 293,000 tons as compared with the June quarter, and was over 1,070,000 tons more than the work in hand twelve months ago. The largest increase took place on the Clyde, where there were 992,298 tons under construction.

Vessels commenced during the quarter ending September represented about 714,000 tons, and included many of large size. There were then building 151 vessels of 6,000 tons and upwards, as compared with 129 at the end of June. The vessels of 10,000 tons and upwards amounted to 42. The output during this quarter, however, showed a decrease of about 112,000 tons as compared with that of the previous quarter.

The total building abroad—5,231,809 tons—was about 262,000 tons lower than the total building at the end of June. This was due to a considerable decrease in the tonnage building in the United States, which aggregated 3,470,748 tons. The figures for Italy included the work in hand at Trieste, amounting to 110,000 tons. In Holland there was an increase of 69,000 tons, and in France of 65,000 tons.

The world's total—8,048,582 tons—was about 31,000 tons higher than the figures recorded for June.

## SHIPPING AMALGAMATIONS.

### COASTING TRADE DEAL.

LIVERPOOL, October 14th.

An important amalgamation of coastwise shipping services is announced. The firm of Messrs. M. Langlands and Sons, Glasgow and Liverpool, has passed under the control of Messrs. Powell, Bacon, and Hough (Limited), Liverpool, whose interests in the coastwise shipping trade are grouped together under the title of the Coast Line.

Nothing can be learned of the price at which Messrs. Langlands have parted with their interests to the Coast Line, but it will probably run into seven figures, as they are the owners of an excellent fleet of thirteen vessels, the value of which at present day figures will be very high.

Messrs. W. R. Smith and Sons, Cardiff, have purchased seven vessels of 37,250 tons deadweight from the English Steamship Company, run by Messrs. L'Etricheux and David, Swansea. The purchase price is stated to be something over 2750,000. The acquisition places Messrs. Smith in control of 23 steamers, totalling over 167,250 tons deadweight, the biggest trading fleet owned in South Wales.

## MURDER MYSTERY.

### INDIAN TROOPERS ARRESTED.

Two Indian troopers of the Hongkong-Singapore Battalion, R.G.A. — Fatal Itali and Itbar Khan—were charged at the Magistracy, yesterday, with the murder of Gunner Delal Khan of their corps on July 22nd.

Both defendants, who are comparatively young men, pleaded "not guilty" to the charge.

The hearing was formally remanded for a week.

On July 22nd, in the afternoon, the Police discovered the body of the Indian gunner lying on the road, opposite King's Park. The body was covered with wounds and strangulation was also suspected. The police had no clue but pursued their investigations.

## CHEUNG CHAU ISLAND MURDER.

### TWO MEN IN THE DOCK.

The hearing was commenced at the Magistracy, yesterday, of the charge against two Chinese of murdering one woman and wounding another, with intent to kill, at Cheung Chau Island.

Mr. Leo Longinotto, Assistant Crown Solicitor, who prosecuted, stated that the murder was committed in an unnumbered matshed in San Hing Street. The house was occupied by a woman, her daughter, who was murdered, and several grandchildren. The deceased girl occupied the back cubicle, and the mother the front part of the house. On the night of the murder, following the usual custom, the doors were fastened and the people in the house went to bed. At about 2 a.m. the mother was awakened by hearing her daughter cry out "Save life!" The mother went to her daughter's cubicle, and on the way was met by the two prisoners, who attempted to kill her. In the struggle her shoulder was cut. The men then made off, but were subsequently arrested by the Police. On entering the back cubicle the mother found her daughter dead with her throat cut. The only evidence was that of the mother and her grandson. No motive had been discovered at present for the murder. The woman knew both prisoners very well; in fact one of them had lived in her house for some time.

The hearing was adjourned till to-day.

## INTERCESSION FOR MISSIONS.

A Special Service of Intercession for Missions was held in St. John's Cathedral last evening. The first part of the service was conducted by the Rev. H. Copley Moyle. The lesson was read by the Rev. Lee Kau Yan, incumbent of St. Stephen's Chinese Church, Hongkong, and the sermon was preached by Dr. Lander, Bishop of the Diocese.

In the course of his remarks the Bishop stated that the observance of an annual period of intercession for missions throughout the English Church dated from 1872. Since then a great change had come over the Church with regard to missions. In those days even bishops and clergy were often apathetic, now they recognised that the Church existed chiefly to make Christ known to the world. Then the Press was antagonistic. The *Times*, in an article, said: "An ordinary Englishman has seen almost every human or brute native of foreign climes, but few can say they have seen a missionary or a native convert." From 1872 onward missionary interest had been steadily rising amongst the best-informed and most earnest-minded Church people. We needed this United Missionary intercession because the work to be successful must be spiritual. Missionaries of all denominations agreed that they were helpless against the force of prejudice and ignorance except in so far as the spirit of God was with them. To-day, the Church needed better organization, new buildings, new subscribers, and more missionaries, but she needed most of all a fresh outpouring of the Spirit of God. The "Acts of the Apostles" might be called the Acts of the Missionaries, and were full of references of the power of the Holy Spirit as the secret of their success. Prayer for that spiritual and winning force must be sincere and it involved righteous lives on the part of the intercessors. It was the prayer of the righteous man that exerted a mighty influence (James c. V. v. 16). It must be united. When the disciples were of one accord the Spirit was given, and when christians were of one accord in praying for missions the world would be evangelized. It must be more expectant than in the past. We needed a bigger vision and greater faith. We ought to be ashamed of our timid and tepid requests. We needed to practice William Carey's motto. "Expect great things from God, and attempt great things for God."

## HONGKONG FUND FOR WAR-DEVASTATED VILLAGES IN FRANCE.

PANSY PAY FUND.

The following donations are gratefully acknowledged:—

| | |
|---|---|
| H.E. Sir Reginald Stubbs, K.C.M.G. | $ 100 |
| H.E. Vice-Admiral Sir Alexander E. Duff, K.C.B. | 50 |
| His Honour Sir William Rees Davies, Kt., K.C. | 50 |
| Hon. Mr. Claud Severn, C.M.G. | 100 |
| Commodore V. G. Gurner, R.N. | 25 |
| Sir Paul Chater, Kt., C.M.G. | 250 |
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| Mr. N. L. Watson | 25 |
| Mr. C. H. P. Hay | 25 |
| Mr. W. Sinclair | 25 |
| | $1,105 |

Further subscriptions are invited and may be sent to the Hon. Treasurer, Mr. H. Matheson, c/o Chartered Bank of India, Australia and China.

## INTIMATIONS


A. G. DA ROCHA, IS THE AUCTIONEER.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND GENERAL BROKER.
Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned, will sell by Public Auction, TO-DAY (THURSDAY), November 27th, 1919, at 2.15 P.M., at his Sales Room.

HOUSEHOLD FURNITURE AND EFFECTS:

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Armchairs, Curios, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Tablecloths Hatstands and a long line of Sundries.

TERMS:—Cash on Delivery.

Hongkong, November 25th, 1919. [48

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND GENERAL BROKER.
Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned, will sell by Public Auction, on MONDAY, December 1st, 1919, 11 at A.M., at his Sales Room,

1,200 lbs. Assorted Chocolate in Fancy Boxes, in very good condition ½lb, 1lb. and 2lbs. Boxes—will be sold in small lots.

TERMS:—Cash on delivery.

Hongkong, November 26th, 1919.

ITALIAN CONVENT BAZAAR.

On SATURDAY, (NOVEMBER 29TH, and the following day), Commencing each day at 10 A.M.

LADIES' DRESSES, CHILDREN'S FROCKS, TABLE COVERS, HANDKERCHIEFS, BOYS' TUNIC AND SAILOR SUITS, AND JERSEYS, In a large variety of styles.

"LUCKY WELL" CF TOYS!

☞ Children's Stall of Xmas Toys, Dolls, Balls, etc. Sweets and Confectionary of every description.

Hongkong, November 18th, 1919.

HONGKONG HOTEL.

TEA DANCE

will be held on the following Day during the month of NOVEMBER

From 4.30 to 7 p.m.

TO-DAY (Thursday), 27th.

Admission to Dance Room Each Day $2 per head, including Tea.

J. H. TAGGART
Manager.

[1465

FOR SALE

POSTAGE STAMPS CATALOGUES.

TANLEY GIBBON'S 1919 British Empire at $2.25

BRIGHT & SON'S A.B.C. Continent of Europe & its Colonies 1918-1919 at $1.75

Foreign Countries 1919-1920 at $1.75

WHITFIELD KING & CO.'S 1919 at $2.00

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No. 10, WYNDHAM STREET,
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Sukiyaki Torinabe Chiri Yosenabe
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Just the season and best cooking
HOTEL CHITOSE
1st Class Hotel.
No. 6, Hau Fung Lane.
397

FRENCH LESSONS
G. MOUSSION,
15, MORRISON HILL ROAD.
[51

## NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF NEWCASTLE."

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of Holts Wharf, Kowloon, whence delivery may be obtained.

No Claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 30th November will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th December, 1919, or they will not be recognised.

All Broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any TUESDAYS & FRIDAYS between the hours of 10.45 A.M., and NOON, within the free storage period.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,
General Agents.

Hongkong, November 23rd, 1919. [1562

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CHAKSANG"

having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Nov. 29th, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
General Managers.

Hongkong, November 24th, 1919. [1565

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"KNIGHT TEMPLAR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Nov. 24th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Dec. 1st, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Dec. 15th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 24th, 1919. [1566

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

FROM SEATTLE.

THE Steamship

"ELKHORN"

having arrived from Seattle via ports, on November 24th, 1919, Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Import & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 A.M. on December 1st, 1919, by the Company's, Surveyors, Messrs Carmichael & Clarke.

All Claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after December 1st, 1919, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to sent in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agent.
1st. Floor Powell's Building,
13, Des Voeux Road, C.
Hongkong, November 24th, 1919. [1572

WAI KEE

FLAG AND SAILMAKER.
No. 128, Des Voeux Road Central,
Top Floor,
HONGKONG.
TELEPHONE No. 1632.

## ARMED BANDITS IN MOTOR-CAR.

### MONEY-CHANGER'S SHOP RAIDED

### ONE MAN KILLED; SEVEN PERSONS INJURED.

THREE ROBBERS ARRESTED.

A most daring robbery was perpetrated in the heart of the City of Victoria, yesterday afternoon, when six bandits, armed to the teeth, raided a money-changer's shop, No. 40, Des Vœux Road, stole $4,000 in money, and in attempting to escape in a motor-car shot at and wounded two Chinese detectives and about four passers-by, one of whom subsequently succumbed to his injuries. Two of the robbers were wounded in the exchange of shots and were arrested, while a third, who sought refuge in a *tea*-shop, was followed by Sergeant Clark and arrested after a long struggle. This man shot at his pursuer, but, fortunately, the bullet only grazed the Sergeant's thigh.

THE ATTACK ON THE SHOP.

The details of the incident savour much of the "Deadwood Dick" type of cinema story. For the first time in the annals of local crime a motor-car was used. It appears that at about 1.45 p.m. motor-car No. 261, belonging to the Star Garage, was travelling along Queen's Road, without any passengers, when it was stopped by a Chinese of medium stature, who engaged it. He and five others, who looked like ordinary Chinese of the better-class, got into the car and directed the chauffeur to drive to No. 40, Des Vœux Road West, a money-changer's establishment. On arrival, the robbers got out, walked into the shop, and immediately opened fire on the inmates, none of whom, however, was hurt. The robbers quickly seized the money-box, which contained about $4,000, and ran out of the place.

POLICE TAKE UP THE CHASE.

As soon as the robbers left the premises police-whistles were blown, and an Indian constable, who was patrolling the district, hastened to the spot in time to see the robbers re-enter the car. The constable immediately opened fire, which was returned by the fugitives. By this time telephone messages had been sent to every Police-station in the island, and a large *posse* of constables—Europeans, Indians and Chinese—under command of Mr. C. G. Perdue, A.S.P., and Chief Inspector Kerr immediately proceeded to Kennedy Town.

The robbers threatened to shoot the chauffeur if he did not put on speed and, followed by several policemen, who were keeping up a fusilade, the car turned into Belcher's Street and up to Collinson Road, near the searchlights. For a time the Police lost sight of the men, when suddenly shots were heard in the direction of Kennedy Town. The robbers, it appears, stopped the car in Collinson Road and dispersed in different directions.

ARREST OF TWO MEN.

A large crowd of people had collected and a systematic search of the thoroughfares in Kennedy Town was being carried out when one of the fugitives was noticed making off in the direction of the Tung Wah mortuary. Some Indian constables and a few Chinese detectives gave chase, and the man, turning round, shot at two detectives, wounding them in the leg and arm respectively. A shot from an Indian constable wounded the robber in the leg and he collapsed. He was immediately arrested, and on his person a quantity of bank notes was discovered.

Another robber was arrested a few minutes later after being shot in the hand by Detective-Sergeant Field. On him, also, were found several bank-notes amounting to $80. As a result of the interchange of shots, four onlookers were injured. They were removed to hospital.

NARROW ESCAPE OF SERGEANT CLARK.

Sergeant Clark, noticing an armed man running in the direction of Smithfield Street, gave chase. The robber fired at the Sergeant, who returned it. The man, finding his escape likely to be cut off, entered the Tsui Yuk Chuk restaurant and ran up the staircase, followed by the Sergeant. On the staircase he turned and fired at his pursuer, the bullet grazing the Sergeant's right thigh. Sergeant Clark grappled with his assailant, and, after a severe struggle, overpowered him, with the assistance of two constables who were attracted to the spot by the report of firearms. This prisoner proved to be the leader of the gang.

SEARCHING THE HILLS.

Three of the other robbers made good their escape in the direction of the hills by the side of Victoria Road, and a detachment of fifty policemen was sent to search for them. No information has been received of any further arrests.

The injured men were all removed to the Government Civil Hospital.

(*Continued at foot of next column.*)

## AMMUNITION IN CUBICLES

### CHINESE WOMAN FINED $1,000.

Resulting from the discovery of four brand-new revolvers and 900 rounds of ammunition in a house in Des Vœux Road, two Chinese women and a boy were charged at the Magistracy, yesterday, with unlawful possession.

Mr. E. B. Potter appeared for one woman and the boy and Mr. C. H. Lyson for the other woman.

Sergeant Lannigan said that, on the morning of November 21st., he and two Chinese detectives raided the house.

Three revolvers were found in the first cubicle occupied by Mr. Potter's two clients. Another revolver and 800 rounds of ammunition were concealed underneath a stack of wood opposite the cubicle, while a further 100 rounds of ammunition were discovered in an unoccupied cubicle. Nothing incriminating was found in the cubicle occupied by Mr. C. H. Lyson's client.

Cross-examined by Mr. Potter, witness said that three of the revolvers were found underneath a bed. They were not concealed in any way.

In reply to Mr. Lyson, witness stated that he arrested the second woman because she was found on the premises. If he had let her go, the other two accused might have blamed her for the offence.

Mr. Potter contended that there was no evidence against the boy, except that he, also, was found on the premises. The first woman claimed the ammunition.

Sergeant Lannigan replied that the boy had made a statement that the ammunition was given to him by a man.

Mr. Potter maintained that when the ammunition was found it was not in the youth's possession. The cubicle was rented by the woman who is his mother.

Mr. Hutchison stated that, as there was no evidence against Mr. Lyson's client, he would discharge her. As regards the youth, the only evidence was that he was found in the cubicle, which he did not own. He, too, must be discharged. There was no doubt that somebody was dealing in arms. He fined the other woman $1,000, with the alternative of six months' hard labour.

THE CHAUFFEUR'S STORY.

The Police traced the car in which the robbers travelled and examined it. There were several marks in the hood where bullets had penetrated. The chauffeur, who was examined, stated that the men were all dressed in black. One of them engaged his car in Queen's Road, and when the party got into it they ordered him to drive to Des Vœux Road. One man remained in the car while the others alighted. He did not see any sign of revolvers. The men entered a shop, and a few minutes later he heard sounds of firing. He then saw a crowd of people running in the direction of the car. He attempted to leave the car and run away, but the man who had remained in it seized him by the legs and threatened to kill him. The other men then re-entered the car and, levelling revolvers at him, ordered him to drive at full speed. He went along the Praya and into Salt-fish Lane, the robbers in the meantime firing several rounds. When Belcher's Street was reached the men ordered him to stop. They got out of the car and ran in the direction of Kennedy Town, firing all the way. An Indian constable was the first to commence shooting at the robbers. He was so scared that he was unable to identify them.

CHINESE DETECTIVE'S STORY.

A Chinese detective was overheard telling another detective that he followed a robber right into Victoria Road. He was on the point of seizing the man when the latter turned round and pointed two revolvers at him. The detective, being unarmed at the time, was unable to prevent the robber from getting away. The man escaped in the direction of the hill-side.

Several cartridges, empty and loaded, were discovered in the car. The Police believe the men discharged the empty cartridges and re-loaded their revolvers in the car. The bullets were of different calibres, some very deadly. Inspector Macdonald, of West Point, and his band of men, assisted by reinforcements from other stations, scoured the hills for hours. That the robbers were a desperate gang is evident from the fact that they committed the offence in broad daylight and were fully prepared for all emergencies.

LATER.

Later information states that none of the other three robbers was arrested, although the Police searched till late in the evening. Of the $4,000 stolen, $2,000 have been recovered by the Police. Police-sergeant Field was also shot at by the robbers, but was missed. Two *folks* are believed to have been shot at by the robbers in the money-changer's shop, but the Police are unable to state definitely at the moment whether that is correct or not. A Chinese detective, who was shot in the stomach, is reported to be in a hopeless condition. Preparations were made last night to take his dying depositions. The two wounded robbers are believed to have come to the Colony from Sun Tak quite recently.

## SPORT.

### HOCKEY.

HONGKONG H.C., 2 v. HONGKONG-SINGAPORE R.G.A., 0.

Playing ten men, the Hongkong H.C. did very well in defeating the Hongkong-Singapore R.G.A. hockey team at Happy Valley yesterday. The Club were not as strong as they might have been, the Bragas, Wood and Brand being noteworthy absentees. E. L. Sim made his first appearance this season, and proved to be a clever forward, thoroughly conversant with the finer points of the game, J. P. Jones, who was also making his initial appearance, added to the defence. He is an improvement on Piercy. The soldiers' eleven were not anything out of the ordinary. Their forwards lacked efficient combination and the outside right was lamentably slow. The game was spoilt by the uneven nature of the ground. It was obvious that both sides could have played better hockey on a truer ground. A feature of the game was the very conscientious refereeing, scarcely an off-side passing undetected.

The soldiers assumed the aggressive from the bully-off, and for a few minutes the ball remained in Club territory. The combination of their forwards was not quite good enough to beat Hickling and Railton at back. Once a goal seemed likely but the ball went just wide of the goal post. When the Club rushed soon after, they looked more like scoring. Evans, Sim and Mackenzie, working hard, managed to take the ball near the soldiers' goal and several exciting *melees* took place. Once it seemed as if Evans and Hodgson had the goal at their mercy, but they missed their respective shots. In spite of the fact that the Club were only playing ten men, the game was very even during the remainder of this half. Neither set of forwards was conspicuous for clever play, the Club front line being of course disorganised by the fact that they were playing a man short. The backs on both sides played very well, especially the soldiers' pair who were called upon to save their side more than the opponents. Whenever the soldiers' forwards rushed, they found Railton and Hickling more than a match for them. There was one very exciting minute in the soldiers' goal mouth just before the interval, when Edmonds all but scored. The soldiers' defence bunched up in front of their goal, and the pressure was relieved. The interval came with neither side having scored.

The soldiers had the better of the game for the first few minutes of the second half and gave the Club defence an uncomfortable time. They all but scored off the rush which followed the bully-off. Railton saved the situation with a fine shot. The Club forwards then seemed to improve, and made very strenuous efforts to score. Sim, after a pretty bit of dribbling, once gave Mackenzie a good chance, but the latter was tackled just in time by Dale. Then Edmonds got a possible chance and ran as far as the goal-keeper, who saved. The next man to be conspicuous was Evans, who once ran down nearly the whole length of the field and was only stopped at the goal-mouth by the custodian blocking the way. A little later, the Club scored their first goal. Sim dribbled the ball and gave it to Mackenzie. The latter centred in the nick of time to Evans who made no mistake with his shot. The Club followed up this success with another fine goal. Sim took the ball up all by himself almost from midfield. He missed his shot but, finding the ball still at his feet, tipped it to Evans who found the net. The Club remained on the aggressive and Sim came into the limelight for some clever play. Once a shot from him from close quarters was kicked out by the goal-keeper. The soldiers' forwards made some fierce attacks in the last few minutes of the game, but they were unable to score and the game ended in a win for the Club by 2 goals to *nil*.

The Club played well, individually and collectively. Haskett, who kept goal, must learn to kick the ball more instead of endeavouring to hit it. Railton has a tendency to keep the ball too long instead of getting rid of it. Hickling and the three halves, Jones, Mitchell and Martin, were very sound. Sim and Evans were the most conspicuous forwards, but the others also worked hard. The soldiers' backs put up a very stubborn defence, but the best man on their side was the centre half, who did his level best in assisting both the offence and the defence.

### CRICKET.

CIVIL SERVICE 2ND. XI. v. QUEEN'S COLLEGE.

In this match, to be played on the Civil Service ground on Saturday, commencing 2 p.m., the Civil Service team will consist of W. Hill (capt.), S. N. Piercy, R. T. Taylor, E. Bacon, S. E. Alderman, H. E. Strange, R. Bearne, H. W. Sandford, E. O. Fincher, G. P. Knight and D. Lyon. Reserve: G. H. Haskett and S. Hamer.

## OPIUM CASES.

DRUG FOR MEDICINAL PURPOSES

A Chinese was charged at the Magistracy, yesterday, with being in unlawful possession of a quantity of liquid opium.

Defendant stated that he came to the Colony from Amoy and was on his way to Singapore. He intended using the drug for medicinal purposes.

Mr. Hutchison fined defendant $500.

A woman was leaving for Canton when she was searched and some opium was found underneath her jacket. She was charged, yesterday, when she said that a man engaged her to convey the drug to the country.

Mr. Hutchison fined defendant $200.

SELECT YOUR COLD WEATHER UNDERWEAR AND HOSIERY AT

LANE, CRAWFORD & CO.

The new Winter Wear for Men is now being shown. Come and see the latest styles and designs—in Scarves, Silk Handkerchiefs, Ties—in Headwear and in every requisite for Evening Wear.

WINTER UNDERWEAR

We have a large stock of Woollen Underwear in all weights and sizes.

MORLEYS' SHETLAND SOFT WOOL (HEAVY)

VESTS sizes 32" to 38" ... ... $5.75 each.
PANTS " 32" to 38" ... $5.75 pair.

THETA ALL-WOOL LLAMA (LIGHT).

VESTS (half sleeves) $3.50 to $4.50.
DRAWERS (to calf) $3.50 to $4.50
STOCKED IN ALL SIZES 32" to 46"

WOOLLEN SOCKS

Men's Ribbed Woollen SOCKS, in medium and heavy weights. They are all strong and reliable and represent the height of comfort for Autumn and Winter wear. Made in sizes to suit all.

PRICES per pair $1 to $3.50.

JAEGER'S

KNITTED WAISTCOATS,
SWEATERS,
SCARVES, GLOVES,
DRESSING GOWNS Etc.

LANE, CRAWFORD & CO.

UNIVERSAL IMPORT & EXPORT CO.

GENERAL COMMISSION AGENTS
(*Hotel Mansions, Top Floor*).
P.O. BOX 348.

"VIROTYP TYPEWRITERS."

Put it in your pocket before you start and you will then be able to type en route. The only Typewriter which enables you to do this is the VIROTYP MINIATURE MACHINE which is no larger than the hand, weighs 1lb. and stands 1 inch in height. A marvel of ingenious mechanism.

Owing to the high rate of Exchange we have now reduced our prices to $15 & $20.

Distributed by UNIVERSAL IMPORT & EXPORT CO

VIOLIN SOLOS

| | | |
|---|---|---|
| A5859 | Witches' Dance<br>Variations on a theme by Corelli | Eddy Brown<br>" " |
| A5843 | Thais<br>Concerto in E Minor | Kathleen Parlow<br>" " |
| A5810 | Nocturne in E Minor<br>Caprice Basque | Eddy Brown<br>" " |
| A2162 | Valse Bluette<br>Minuet in G | Kathleen Parlow<br>" " |
| 49454 | Humoureske | Tosca Seidel |

Anderson Music Co., Ltd.,

16, Des Voeux Road. Tel. 1322.

Wm Powell Ltd

TELEPHONE 146

"THETA"

UNDERWEAR

is absolutely all wool and unshrinkable. It is made by one of the oldest makers of Underwear in the United Kingdom, comfort being assured.

WE STOCK IT IN ALL WEIGHTS.

KNITTED WAISTCOATS AND SWEATERS, GLOVES, SOCKS, Etc.

## NEW ADVERTISEMENTS

### HONGKONG POLICE.

THE HONGKONG POLICE VICTORY BALL will be held at the CITY HALL on FRIDAY, DECEMBER 19TH, 1919. Dancing to commencing at 9 P.M.

WM. HENDERSON, SGT.
Hon. Secretary.
Hongkong Police Station,
Hongkong. [1563

### HONGKONG GYMKHANA CLUB.

THE ST. ANDREW'S MEETING.
in aid of
THE DEVASTATED VILLAGES OF FRANCE FUND
to be held at the
HAPPY VALLEY
at 2.30 P.M.
on SATURDAY, NOVEMBER 29TH, 1919.

BY kind permission of Capt. R. G. H. HENDERSON, C.B. and Officers, the Band of the H.M.S. *Hawke* and also by kind permission of Major T. M. WAKEFIELD and Officers the Pipers of the H.K.S. R.G.A. will play during the afternoon.

ENTRANCE $1.00.

It is hoped that Members of the Jockey and Gymkhana Clubs will purchase Tickets and not avail themselves of their Season Tickets.

H. R. L. DOWHIGGIN,
Hon. Secretary.
Hongkong, November 26th, 1919. [1575

### HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that CERTIFICATE No. 5 NS. 5236 dated Hongkong November 8th, 1918 for five shares numbered 25564 to 25568 and 66221 to 66223 inclusive all registered in the name of HO SHIU PO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 26th day of DECEMBER, 1919, a new Certificate for the shares will be issued and the aforesaid Certificate No. 5/NS 5236 will be thereafter treated by this Corporation as NULL and VOID.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, November 26th, 1919. [1576

### "GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES
FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship
"GLENAPP"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves delivery may be obtained.

Goods not cleared by Dec. 3rd, 1919, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Dec. 3rd, 1919, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, November 26th, 1919. [1577

### NOTICE TO CONSIGNEES.

THE P. & O. N. S. Co.'s Steamer
S.S. "KASHGAR"
Arrived Hongkong, 26th November, 1919.
FROM LONDON, MARSEILLES, PORT SAID, BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, November 26th, 1919.

## INTIMATIONS

### HONGKONG BOXING ASSOCIATION.

IT is proposed to form an Association to promote BOXING COMPETITIONS in the Colony. All those interested in the project are requested to attend at the Offices of Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, (First Floor) TO-DAY (THURSDAY), NOVEMBER 27TH, at 5.30 P.M.

H. J. GEDGE,
F. C. JENKIN,
J. C. WILDIN.
[1570

### ULU BENUT CONSOLIDATED RUBBER CO., LTD.

SUBSCRIPTION LIST CLOSES on THURSDAY, DECEMBER 4TH. Draft prospectuses can be had on application to the Undersigned.

BENJAMIN & POTTS,
VERNON & SMYTH.
Hongkong, November 25th, 1919. [1569

### NOTICE.

REPULSE BAY HOTEL.

IN Order to enable the Contractors to complete the work in connection with the above Hotel at the earliest possible date without interruption, and in order to avoid all possibility of damage to the Flooring, Tiles, Paint Work, etc., the public are requested to kindly abstain from visiting the Hotel as on and from this date until its completion and formal opening of which due Notice will be given by Advertisement in the Local Newspapers.

The Management of the Hotel feel sure that they may rely upon the ready co-operation of the public in the foregoing regard.

Dated this Sixth day of November, 1919.

FOR THE HONGKONG HOTEL CO., LTD.
Proprietors of the REPULSE BAY HOTEL,
J. H. TAGGART,
Manager.
1495

G. R.

### NOTICE

ALL Persons, with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding $50.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, September 22nd, 1919. 40

### MOTOR SCHOONER "WERGELAND."

TENDERS are invited for the purchase of the above SCHOONER as she lies in damaged condition in Shimonoseki Harbour. For particulars apply to Wariu Shokwai, Shimonoseki.

Hongkong, November 17th, 1919. [1537

### LOST.

A Dark Brindle Bull PUP Bitch. Finder will be rewarded.

Reply to— Box No. 1474,
Care of "Daily Press" Office.
[1474

### TO LET.

FURNISHED, No. 87, THE PEAK (No. 1, Stewart Terrace) containing 3 Bedrooms and Bathrooms, hot and cold water, Drying Room, Dining Room, Drawing Room, Sitting Room and usual Offices, also Large Garden.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings
31

### TO SUB-LET.

NO. 4, HART AVENUE, Kowloon, 3 ROOMS.

Apply to—
Box No. 1584
Care of "Daily Press" Office.
1584

### TO LET.

SUITABLE FOR COAL STORAGE.

A VACANT PLOT of Land at Yamatei.

Apply to—
THE HONGKONG LAND RECLAMATION CO., LTD.
[1417

### TO LET.

A VACANT PLOT of Land, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[1395

### FOR SALE.

PROFESSIONAL MOTION PICTURE CAMERA complete.

Apply to—
ROOM 30,
KING EDWARD HOTEL.
1549

## AUCTIONS

G. R.

PUBLIC AUCTIONS.

BY APPOINTMENT.

HUGHES AND HOUGH,
AUCTIONEERS TO THE GOVERNMENT AND ADMIRALTY.
General Auctioneers,
Share, Coal and General
Produce Brokers

G. R.

PUBLIC AUCTION.

The Undersigned have received instructions from THE MARSHAL OF THE PRIZE COURT, to sell by Public Auction,

TO-DAY (THURSDAY),

November 27th, 1919, at 11 A.M., at The Police Pier, Yaumati,
The Steam Launch
"BLACKHEAD."
Built at Cosmopolitan Dock, 1907,
Length B.P. ... 52 feet.
Beam ... ... 10 „
Depth ... ... 5 „ 3 inches.
ENGINES—Compound Surface Condensing.
BOILER—Diameter 4 feet 9 inches x 5 feet 6 inches.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, November 20th, 1919. [1551

TO-MORROW (FRIDAY),

The Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned)
November 28th, 1919, at 10.30 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
A SMALL CONSIGNMENT OF WATCHES,
By well known maker
(Suitable for Xmas presents).
AND
A quantity of assorted jewellery.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

FOR SALE

At their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
A 16-BORE HAMMER GUN, in good condition, in soft leather case.
This gun is eminently suitable for use in Indo-China or North China, as it is fitted with interchangeable barrels, and can be used used for either birds or big game.
ALSO
On E. P. Tent in very good condition, Suitable for 6 persons.
Particulars from the undersigned.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 1st day of DECEMBER, 1919, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Wanchai Gap Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

| Lot No. | Area | Boundary Abutments | Upset Rent | Premium |
|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Acres. Roods. Poles. | | $ | $ |
| [illegible] | As per sale plan. | | 22,500 | 1,687,500 |

Then

### P. & O. S. N. COY.

THE Steamship
"TRAZ OS MONTES"
2,006 tons
will leave for
LONDON
via Vladivostock and Suez
about DECEMBER 1st.
For freight apply to—
Messrs. MACKINNON, MACKENZIE & COMPANY,
No. 22, Des Voeux Road,
Hongkong.
[1571

FOR SALE

"MOUNT GOUGH" No. 121, THE PEAK. 6-Roomed House with Large Garden.

Apply—
LOXLEY & CO.,
York Buildings.
1564

## INTIMATION

A. S. WATSON & CO., LIMITED.

ESTABLISHED 1871.

CONFECTIONERY:

we have received fresh stocks of

CADBURY'S CHOCOLATES and BUCHANAN'S CHOCOLATES:

King George—Bournville Nut—Queen's—Selected—Princess—Boudoir—Exquisite—Opera and other varieties.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.
12

### DEATH.

BRITTO.—At No. 1, Belilios Terrace, on November 26th, 1919, MARIA CARMO DE BRITTO, aged 27. Deeply regretted. Shanghai and Japan papers please copy. [1574

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

# The Daily Press.

HONGKONG NOVEMBER 27TH, 1919.

## THE STUDENTS' BOYCOTT IN CHINA.

EVEN though the boycott movement in China be based on patriotic grounds there is no excuse for the excesses which the students have committed in its propagation. While conceding that the Chinese people are at liberty to refrain from buying goods of Japanese origin if they think fit, it is time to protest when, in pursuit of their campaign, they encroach upon the right of all foreigners in their midst to carry on their commercial avocations undisturbed. The feeling of resentment over the Shantung question does not justify interference with imports in the care of the Customs officials or the destruction of consignments which happen to be of Japanese manufacture. Judging from the incidents which have occurred at several of the Treaty ports and elsewhere, the high-handedness of the students threatens to involve the nation in serious political difficulties. It is surprising that the authorities have not realised the grave consequences likely to ensue from permitting irresponsible boys and girls to take an active part in international disputes. The students have organised processions, raided shops, destroyed merchandise, and harangued the populace in furtherance of the boycott. It is impossible to believe that they would have resorted to such extreme measures without the connivance of their parents and friends. That this is really the case is shown by the support which responsible Chinese have given to the demands of the students for the dismissal of the Superintendent of Police at Canton because, by his orders, some of the ringleaders of the boycott movement were arrested during a violent fracas. To the students' orgy of indiscipline, the serious situation at Foochow is directly attributable. It is difficult from the conflicting statements of the Chinese and Japanese to discover exactly what occurred at that port. According to the Chinese, the Japanese fired on a procession of students which was passing over the On Lok bridge in its tour of the town in furtherance of the boycott movement. "The Japanese shot one of the students dead and wounded two others, whom they carried away. The local authorities, soldiers and policemen marched to the scene to render assistance. One of the policemen was shot dead and another student was wounded." There is a gap in the story which must be bridged before passing judgment. It is not stated what happened just before the Japanese began firing on the crowd. The Japanese version alleges that the Chinese students were the aggressors, inasmuch as three of them "waylaid the Formosan coolies" in charge of some cotton goods, which a local Japanese firm was sending out of the country. A fight ensued with the result that the Chinese students were overpowered. One of the students was handed over to the Chinese police, and two others fled to the Y.M.C.A. headquarters, where they were joined by several hundred students, who hurried to the spot. They met a few Japanese and a number of Formosan coolies in the street. The students were reinforced by a band of rowdies. It appears that some armed Chinese soldiers and police also participated in the row. As the Chinese fired their rifles, the Japanese answered with revolvers and sticks." Five Japanese are stated to have been badly wounded. If the Japanese account is correct, the chief blame lies with the students. The Japanese account does not mention that any Japanese was killed or injured when "the Chinese fired their rifles," and, in the circumstances, it is difficult to plead justification for the extreme measures which were adopted in retaliation. Apparently the Japanese had provocation, but they would have been wiser to seek the protection of their Consul instead of taking the law into their own hands. The Japanese are reported to have dispatched warships to the port and to have landed troops, who have arrested a number of Chinese students and merchants. The reason for this is not given. The Chinese are very much incensed at this violence, and have demanded (1) the dismissal of the Japanese Consul at Foochow, (2) a Japanese apology, (3) the punishment of Japanese murderers, (4) the payment of an indemnity, (5) the prohibition of possession of arms by Japanese, and (6) punishment of the Japanese officer. The subject has been taken up by the Chinese Minister of Foreign Affairs with the Japanese Minister at Peking, who is said to have contended that the fault lay with the Chinese officials at Foochow for failing to suppress the boycott. Until the facts are established, judgment must be suspended. The Foochow disturbance and its sequel, however, should serve to warn the Chinese authorities of the danger of permitting impetuous boys and girls to assume dictatorial powers. If timely steps are not taken to put a stop to their mischievous meddling, they will commit further outrages which will alienate the sympathies of other nations. Whatever else may be said in extenuation of the boycott movement, the methods pursued by the students in spreading and enforcing it overstep the bounds of law. Though it be permissible for the Chinese individually to bring pressure to bear upon the Japanese, economically, by refusing to purchase their goods, it is not within the province of irresponsible boys and girls to refuse the right of importation or to conduct retaliatory movements like an organised boycott.

---

The King of Siam will shortly start on a trip through the Allied countries. His Majesty will visit, also, the United States.

---

A coolie was working in the hatch of a Kowloon Godown lighter on Tuesday when he was knocked down by the cover and broke his leg.

---

A boiler-maker accidentally fell on Tuesday from the top of a ship, which was in the Kowloon Docks, and sustained injuries to his spine.

---

Ladies are reminded that the Cup presented by Mr. Congdon will be played for to-day over the Deep Water Bay Golf course.

---

The case against the two Chinese arrested for an attempted armed robbery in Bridges Street, on Tuesday, has been remanded for a week.

---

Owing to other arrangements the Hongkong Police Victory Ball will take place at the City Hall on December 17th, instead of on December 19th, as previously announced.

---

The Rev. A. D. Stewart will conduct the Bible Study class at the Helena May Institute next Tuesday at 5.30 p.m. The subject will be "some modern aspects of the Resurrection."

---

The death occurred at Shanghai on November 21st of Mr. Edward Wheeley. The deceased, who was 78 years of age, went to Shanghai many years ago, joining the firm of Alfred Dent & Co.

---

A marriage has been arranged, and will shortly take place, between Captain Michael Hughes, barrister-at-law, formerly H.B.M. Consul in China, and Victoria Cecilia Carpenter, of Gainsborough, lately of Peking.

---

At St. John's Cathedral, yesterday evening, the Bishop stated that the building of the new Church at Canton was being retarded owing to the authorities having taken a portion of the proposed site for the construction of a new road.

---

At the Helena May Institute, yesterday evening, Professor Sklarevsky gave a pianoforte recital to an appreciative audience. Miss Betsy Wyers, who was to have played, was absent owing to the non-arrival of the boat by which she was expected.

---

The engagement is announced of Mr. A. A. L. Tuson, of H.B.M. Consular Service, eldest son of Mr. and Mrs. F. E. Tuson, Camorta, Eastbourne, and Miss P. D. Innocent, daughter of Mr. J. W. Innocent, Commissioner of Customs, Wuhu, and Mrs. Innocent.

---

A Chinese met with his death on Tuesday afternoon by rolling down the staircase of a three-storied building as the result of attempting to place a towel on the wall. He was trying to clamber on to the roof when he overbalanced himself and fell. The body was removed to the Public Mortuary.

---

Mr. Montague Beart, whose death occurred at the Shanghai General Hospital on November 20th after a short illness, was one of Messrs. Butterfield & Swire's oldest employes. Joining the firm in Hongkong in 1885, he was for many years in charge of the China Navigation Steamship stores in that port. Afterwards he removed to Chefoo, where for many years he acted as Messrs. Butterfield & Swire's agent. In 1916 he retired and went home, but soon returned. He was an enthusiastic yachtsman.

## BIG FIRE IN THE CITY.

### FOUR-STORIED HOUSE BURNT DOWN.

A destructive fire broke out in the city early yesterday morning, resulting in the gutting of No. 128, Queen's Road Central, a four-storied structure.

The building was used as a restaurant. At two o'clock in the morning a policeman on duty noticed a volume of smoke and flames issuing from underneath the door of the ground floor, where, it is believed, the fire originated. An alarm was raised, and the inmates escaped from the doomed building in their sleeping garments, without waiting to remove any of their valuables. The Fire Brigade arrived on the scene in a few minutes and began operations.

The fire, however, seemed to increase in volume, due no doubt to the strong wind blowing at the time, and, despite the strenuous endeavours of the firemen, the flames worked their way through the back of the building on to the top floor. The firemen seeing that further efforts to save the building were hopeless turned their attention to the adjoining buildings and these they literally deluged with water.

Fortunately no lives were lost but the damage done by the fire was considerable. How the fire originated is not known at the moment. The restaurant was covered by a $7,500 insurance in two Chinese Insurance companies.

# CABLES.

*LATEST CABLES.*

[THROUGH REUTER'S AGENCY.]

## AMERICAN COAL MINERS.

### COAL MINERS AGREE TO ADVANCE.

WASHINGTON, November 23rd.

The Acting President of the Miners' Union, on behalf of the bituminous coal-miners, has accepted the Secretary of Labour's proposal for a wage advance of 31 per cent. per day for labourers, and 27 cents per ton for hewers.

### OWNERS REFUSE TO MEET PROPOSED INCREASES.

WASHINGTON, November 23rd.

The mine-owners have declined to meet the increases to miners proposed by the Secretary of Labour unless the Government assumes responsibility for the added burden to the consumers.

## INTERNATIONAL LABOUR CONFERENCE.

### EIGHT HOUR DAY AGREED UPON.

WASHINGTON, November 23rd.

The International Labour Conference has agreed on an eight-hour day and a 48 hour week, with safeguards for the interests of exceptional industries. They also agreed to apply this principle to transportation by sea, the details to be worked out by a special conference.

## PEACE WITH TURKEY.

### PORTE APPEALS FOR A SPEEDY SETTLEMENT.

CONSTANTINOPLE, November 22nd.

The Porte has appealed to the Peace Conference to hasten the Turkish settlement, pointing out grave reasons for a speedy conclusion of peace.

## THE WAR ON BOLSHEVISM.

### DENIKIN CLAIMS ANNIHILATING 55,000 BOLSHEVISTS.

STOCKHOLM, November 22nd.

A telegram from Helsingfors says that General Denikin reports that he has broken through the Bolshevik front between Orel and Tamboff, annihilating 55,000 Bolsheviks. He adds that the peasants and workmen of the manufacturing centres are revolting against the Soviet.

### KOLTCHAK'S ARMIES RETIRING.

LONDON, November 22nd.

The *Times'* correspondent at Taiga, telegraphing on November 14th., said that Admiral Koltchak is reported to be at Tatarskoe, 100 miles east of Omsk. The Reds were yesterday 40 miles beyond Omsk. Admiral Koltchak's armies are retiring in a very orderly manner. They are crossing the frozen Irtysh.

## WAR HONOURS.

### SOME INTERESTING FIGURES.

LONDON, November 22nd.

The War Office announces that between August, 1914, and October 31st., 1919, 236,035 honours, excluding the Air Force, were awarded for services in the field, and 13,382 for other war services.

Of these the Indian forces were awarded 8,317 and 136 respectively.

The total includes 577 Victoria Crosses, and 8,883 Distinguished Service Orders.

The total number of officers and men in the British Army during war-time was approximately 6,196,000.

In the South African war 448,435 participated, and the honours totalled 3,714.

## EX-GERMAN STEAMER.

### "IMPERATOR" HANDED BACK TO BRITAIN.

NEW YORK, November 22nd.

The ex-German liner *Imperator* has been handed over to the British authorities.

## THE ITALIAN ELECTIONS.

### FINAL RESULTS.

ROME, November 22nd.

The final election results are as follows:—

| | |
|---|---|
| Socialists | 165 |
| Catholics | 100 |
| Liberals | 161 |
| Reformist Socialists | 18 |
| Democrats | 23 |
| Republicans | 5 |
| Ex-Soldiers | 22 |
| Democratic Radicals | 1 |
| Nationalists | 2 |
| Independents | 3 |
| Socialist Radicals | 1 |
| Independent Socialists | 1 |

## THE FIUME IMPASSE.

### SITUATION IN THE ADRIATIC VERY GRAVE.

LONDON, November 23rd.

The situation in the Adriatic as a result of d'Annunzio's activities is very grave.

The censorship in Rome was lifted for the first time since the Zara Raid yesterday, when a semi-official account of d'Annunzio's landing was issued.

This and a semi-official statement from Belgrade indicate that d'Annunzio aims at annexing Dalmatia and attacking Montenegro, while it is hinted in a Rome statement that some of d'Annunzio's partisans are counting on support from the interior of Italy and are planning seditious action in Italy itself.

Jugo-Slavia is now in a white heat of indignation and a semi-official statement from Belgrade speaks of "prompt decisions against the Italian rebels."

## DISTURBANCES IN ALEXANDRIA.

### "ALL IS QUIET."

ALEXANDRIA, November 18th.

Troops have been posted at commanding points; armoured cars and cavalry are patrolling the streets; all is quiet. The entry of troops was welcomed very thankfully by the Europeans.

An innovation in the demonstrations to-day were the small girls walking in front of the bier at the funeral of a man killed in the disturbances, boys forming the vanguard and rearguard.

When the mob last night searched the tram-cars for officers and soldiers, an officer escaped, thanks to being hidden by respectable natives under their robes.

## THE PEACE TREATY.

### GERMAN DELEGATE RETURNS TO BERLIN.

PARIS, November 23rd.

The departure of the German delegate, Herr Simson, to Berlin is commented upon in the Press. Simson says that he must consult his Government regarding the new Conventions, notably as regards the failure to carry out certain clauses of the Armistice.

It is declared that this will prevent ratification of the Treaty by December 1st as fixed.

### CHAIRMAN OF THE RHINE COMMISSION.

PARIS, November 21st.

A Havas message says:—

The French Minister of Public Works, M. Claveille, is to be appointed Chairman of the International Commission on the Rhine. According to the Treaty of Versailles, the Rhine becomes an international river, with the French having control of the waterworks.

## THE PRINCE OF WALES.

### LEAVES NEW YORK FOR HALIFAX.

NEW YORK, November 23rd.

A great crowd on the banks of the Hudson stormily cheered as the *Renown* left the harbour to the thunderous roar of guns from American warships. A huge procession of motor cars pursued the *Renown* along the banks of the river for miles. The Prince was last seen waving his cap from the fighting-top.

## AMERICAN EMBARGO ON WHEAT.

### TO BE LIFTED ON DECEMBER 15TH.

NEW YORK, November 22nd.

The embargo on wheat will be lifted on December 15th.

## INTER-IMPERIAL COMMUNICATIONS.

### EXTENSION OF WIRELESS.

LONDON, November 22nd.

The Government has appointed a Committee to prepare a complete scheme of imperial wireless communications. Sir Henry Normate is Chairman, and the strong personnel includes such experts as Sir John Snell, Mr. Joseph Petavel, Professor Eccles and Mr. James Swinburne.

## P. & O. STEAMER ON FIRE.

### CONSIDERABLE DAMAGE DONE.

LONDON, November 22nd.

The P. & O. ex-German liner *Prinz Hubertus* which arrived recently on her first voyage from the East has been partially destroyed by a fire at Albert Dock. It is hoped that much of the cargo will be salved.

# FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

### MONGOLIAN CANCELLATION OF INDEPENDENCE.

PEKING, November 26th.

A sensational report that Hsu Shu-chen had placed Chen-yi, a Chinese resident of Urga, under arrest, is discredited in Government circles. It is pointed out that the Mongolian cancellation of independence was arranged by Chen-yi prior to the arrival of Hsu at Urga. The cancellation of independence was largely due to Semenoff's agents threatening the Mongols—another instance of the failure of Japanese intrigue.

### THE FOOCHOW INCIDENT.

Counter-protests have been lodged regarding the Foochow incident. The Chinese Government has protested to the Legation, while the Japanese Legation has also presented a protest demanding strict prohibition of the boycott of Japanese goods.

[BY COURTESY OF THE "CHINA MAIL."]

### SERIOUS RICE POSITION IN MALAYA.

SINGAPORE, November 26th.

At the Federal Council, the Acting High Commissioner, the Hon. Mr. F. S. James, stated that the rice position in Malaya is very serious. Only a restricted crop may be expected in Siam next year. Economy of rice and an increase in food production is essential.

[THROUGH REUTER'S AGENCY.]

### JAPAN AND THE SOVIET GOVERNMENT.

PARIS, November 21st.

A Havas message says:—

The Japanese Peace Delegation emphatically deny that Japan has any intention of entering into negotiations, in a neutral country, with the Soviet Government.

### NEW APOSTOLIC DELEGATE TO JAPAN.

PARIS, November 21st.

Monsignore Fumasoni Biondo, who was formerly in India, has been appointed Apostolic Delegate to Japan.

## RACING AT HOME.

### KING JOHN WINS MANCHESTER NOVEMBER HANDICAP.

LONDON, November 22nd.

The result of the Manchester November Handicap is as follows:—

| | |
|---|---|
| King John | 1 |
| Planet | 2 |
| Chat Tor | 3 |

Seventeen ran. Won by four lengths, four lengths dividing second and third.

The betting was as follows:—13 to 2 against King John, 10 to 1 against Planet and 9 to 2 against Chat Tor.

## THE BALTIC PROVINCES.

### GERMAN TROOPS EVACUATE MITAU.

BERLIN, November 23rd.

The Germans have evacuated Mitau. The Iron Division is retreating in good order.

## THE FRENCH MINISTRY.

### NOT TO RETIRE JUST AT PRESENT.

PARIS, November 21st.

A Havas message says:—

Paris circles state that the present Ministry is not likely to retire on account of the imminent Municipal, Senate and Presidential elections, which are to be considered, politically, as a whole. Therefore, M. Clemenceau will retire when all electoral matters have been settled.

## OBITUARY.

### SIR GUY LAKING.

LONDON, November 23rd.

The death is announced of Sir Guy Laking, Keeper of the King's Armoury.

## THE FUTURE LIFE.

### INTERESTING DISCUSSION AT THE CHURCH CONGRESS.

### "PITIABLE REVIVAL OF NECROMANCY."

The Church Congress at Leicester on October 15th., considered "The Christian Doctrine of the Future Life," with special reference to Spiritualism.

The Dean of St. Paul's spoke on the Christian doctrine of the future life. He said it was only in modern times, and most strongly in the half-century before the war, that the belief in eternal life lost its roots in the soul. He was not speaking of the irreligious, but of the religious. The belief in another world was fading out of our teaching and out of our life. The change was due to the modern belief in the law of progress. But belief in perpetual progress as a law of Nature was a superstitution having no basis in history, science, or religion. The mass of the people asked for a religion without the Cross and without the Resurrection. That was very genial and very jolly, but it was not Christianity. Well, the war had knocked the bottom out of that superstition, and the peace was likely to kill it outright. We should soon be much nearer to the conditions under which Christianity won its early victories. And therewith would come a new yearning for the Beyond, and a new faith and hope in the eternal and unseen. We should soon be driven to realise that the gifts of civilisation, if they pointed to nothing beyond themselves, were mere apples of Sodom. This world could never give us the satisfaction of our desires or the fulfilment of our hopes. It would no longer be a stumbling-block for Christianity, but its great attraction, that it was unquestionably an other-world religion. But we could not go back to the very crude eschatology of the past. Modern science, especially astronomy, had made the very notion of a theological topography absurd. We could no longer believe in a localised heaven and hell; and he could not pretend to himself that the belief in a resuscitation of our bodies stood where it did. And did not the pictures of splendid rewards and ferocious punishments belong to a bygone conception of retributive justice? We must accustom ourselves to think of our immortality in a more spiritual manner; and we must not shrink from admitting that we knew very little indeed. Many of our hopes about the future life, he added, were not religious at all. If one wished for another life because he was miserable and hoped for better luck in the next world, that had nothing to do with religion.

A PITIABLE REVIVAL.

He was sure he need not warn them against the pitiable revival of necromancy, in which many desolate and bleeding hearts had sought a spurious satisfaction. If that kind of after-life were true, it would indeed be a melancholy postponement or negation of all that we hoped and believed about our blessed dead. We knew that we had not lost them, because love was stronger than death. "God is love"; that was our warrant for knowing that the sting of death had been drawn, and that those who lived unto God lived also with those whom they had loved on earth. Beyond this we knew nothing, and there were good reasons why we could not know. Belief in immortality, firmly held, must needs transform everything for us in this world. It was a tremendous and, on one side, a terrible truth; if we did not feel it to be so, we were far astray. "Where your treasure is, there will be your heart also." Secularised Christianity, the religion of the platform, had neither savour nor salt. It was other-worldliness that could alone transform the world.

A UNRECONSTRUCTING ESCHATOLOGY.

Canon F. H. Storr, in a paper on "The Doctrine of the Future Life," asked whether our beliefs had been affected by Biblical studies. He hoped we had learned to be less dogmatic about eschatological questions, and to abandon the use of proof texts. Curiosity about the future would probably always result in the production of the traveller's 2s. 6d. eschatological *vademecum*, in which the maximum of dogma was often combined with the minimum of scholarship, but we might trust that this type of book would become rarer. Nothing was more calculated to cure cocksureness than patient study of eschatological literature. We were beginning to understand the background against which Christianity rose, and, most important of all, we were brought up sharply against the problem of the meaning and value to be attached to our Lord's eschatological language about the future state. No subject was more ripe for revision and reconstruction than our traditional eschatology. Christianity could not afford to be without a reasoned system of beliefs about the future life. A silence had fallen upon our pulpits in this matter. Partly because the clergy had begun to realise the truths of Biblical criticism, and knew that the traditional eschatology could not be defended; partly because there had been a growing interest in social and economic problems. The present filled the canvas to the exclusion of the future. But, if we left out the future, we were preaching a mutilated Christianity. We must restore the balance, and we could do it without relapsing into the old uncritical crudities. We must call in the aid of philosophy, and utilise all the results of the broadening spiritual experience of the race.

THE SPIRITUALISM'S HOLD.

The Dean of Manchester read a paper on "The Doctrine of the Future Life in Relation to Spiritualism." It was altogether too late to dismiss the whole subject of spiritualism as fraud, and, as some would urge, nauseous fraud. Fraud was, of course, always a possibility and every careful investigator would always be on his guard, but fraud by itself could not account for all the facts. Spiritualistic phenomena had won the assent not only of trained investigators like Myers and Hodgson, but also of expert men of science such as Sir W. Crookes and Sir Oliver Lodge, Camille Flammarion, and Cesare Lombroso. Personally, he had no doubt that there was a region of psychical experience, largely as it seemed to him morbid, which demanded the most careful attention of skilled investigators. There was the question whether the higher and purer spirits desired to be called upon to communicate. Certainly few communications had come from convinced Christians to convinced Christians. Were not the clergy and their brethren of the Free Churches in some measure responsible for the vogue of spiritualism by their silence in regard to the relations between the Church on earth and the Church beyond the veil? It was not enough to condemn spiritualism, it was more to the purpose to ask ourselves whether we had not contributed to the hold which spiritualism had gained on very many of our fellow-countrymen by maintaining silence in our prayers on the subject of the departed, long after such silence was rendered necessary by popular misconceptions. It was probable that spiritualism had come in to fill a void in the current teaching and practice of the Church.

A BETTER ALTERNATIVE.

Canon McClure, in a paper on the same subject, declared that the apostolic doctrine of the Communion of Saints offered infinitely more solace to the bereaved than spiritualism could give, but as an article of faith it seemed largely to have lost its hold among reformed communities. The tender associations established in this life were not broken by death. Nothing, science told us, was *lost* in the universe of matter and energy. There was change, but in that change there was no *leakage* of anything that *existed*. The soul was an entity, working through and expressing itself amid material restrictions. And we had the sure and certain hope that death freed the soul from these restrictions. The faith that realised that needed no vulgarised phantoms to assure it of the permanence and responsiveness of their beloved departed.

The Rev. T. L. Lomax expressed disapproval of spiritualism. He thought that, as far as he followed the Dean of Manchester in his paper, the inference of much of what he said was very dangerous. The point in considering this question was whether those who worked in regard to spiritualism were really and truly followers of Jesus Christ, and was Christ the very foundation of their creed? There was nothing right where they did not find that. (Hear, hear.) There was something wrong where the Cross of Jesus Christ was left out. Whatever they might say against spiritualism, they wanted it clear that God did give visions. Many good people had them. He was not sure that he had not had visions from God, and it was not unreasonable to expect that God would let our dead speak with us, but it was not for them to seek the occasion. (Hear, hear.)

The Rev. C. M. Broadbridge thought their attitude ought to be a scientific, aloof attitude until there was some definite information as to what was the value of scientific phenomena studied by scientists.

UNLIMITED PERIL.

The Rev. J. A. V. Magee said spiritualism was more than a craze. It was a passion. There was a wave of psychic feeling passing through England to-day. It numbered its frauds and charlatans, and it also numbered its earnest seekers. Sir A. Conan Doyle was moving from city to city casting out commonsense, and ministering to a popular craze. Every third or fifth young lady they met imagined herself, because she was a little bit psychic, a modern St. Theresa or a St. Catherine. He wanted to press home the fraud of these things, and then, finally, to show their unlimited peril. There was a vast amount of fraud, but it was not altogether fraud. Cardinal Newman had been called in to bless the seance, and he had forgotten his Latin. He had said benedicat, instead of benedicat. (Laughter.) George Eliot was called in, and she had forgotten her grammar. (Renewed laughter.) Julius Cæsar got muddled in his geography. (Laughter and cheers.) There were frauds and frauds in extenso, but spiritualism was not altogether a fraud. Whether it was fraud or not it was amazing how little of any real value had come through, despite all the efforts of the Society for Psychical Research. It was Sir William Barratt, one of the founders of the Society, who warned the majority of the people against dabbling where he worked cautiously. How utterly inefficient were the messages, or what purported to be messages, that came from the unseen world. Mr. Stead, who was a past master in this matter, got some communications from Mr. F. W. Myers from the unseen world, which he ultimately published. In those communications Mr. Myers informed the present world that he was walking through passages looking for Tennyson. Did that impress them as a valuable communication concerning the life beyond? Or, again, if they read "Raymond" and saw the pitifulness of some of those communications he could only say that if the life beyond were as "Raymond" described it he would personally prefer to take unfurnished lodgings in Gehenna. (Laughter.) There was a grave peril to countless parishioners of our own up and down the land, and it was a peril they dare not ignore.

A CHALLENGE TO SIR A. CONAN DOYLE.

He challenged Sir A. Conan Doyle to deny, if he would, that this thing involved great peril to the mental, moral, and spiritual health. Sir Conan Doyle asked every young woman to try her hand to see if she could develop into a good medium. As a doctor he knew himself that he was incurring the gravest responsibility in making such a suggestion as that. Dr. Conan Doyle had, unfortunately, admitted in one of his speeches at a seance that they could get into touch either with a sprite or an archangel, and it rested with them. With apologies to Sir Conan Doyle, that was an eternal truth, and also an eternal lie. It was true they could get into touch with a sprite or an archangel. It was quite untrue that it rested with them.

Mr. Magee enumerated instances where men and women had become mentally deranged through the influence of spiritualism. The peril was not an imaginary one, Mr. Magee continued, but a terribly real one. What could the Church do? In the first place, the Church could not

(*Continued on page of next column.*)

give them communication, which was doubtful, but communion, which was certain. (Cheers.) The Church could tell them that there were voices from the unseen, but that they came not through the medium of the seance or the planchette, but through those sacramental channels which had been their channels of communication from Christ's day until now. The Church could tell them of saints whom they might call upon in the name of God to help them in this earthly pilgrimage. The Church was the meeting place between the living and the dead. He concluded by asking the Church to take the question up, and to proclaim it with no uncertain voice. He suggested that some committee might be appointed to investigate these matters from a Christian standpoint.

The Archbishop of Canterbury announced that the subject had not been overlooked by those who were responsible for the Church's government. The Lambeth Conference would consider the question when it met next year. In the meantime he was taking care to secure that when the bishops met [illegible] be prepared to take action [illegible] careful inquiry, con[illegible] men and women who had [illegible] and experience on that subject [illegible]

## FRAWLEY'S FAREWELL PERFORMANCES.

### "THE MISLEADING LADY."

One realised last night at the Theatre Royal why "The Misleading Lady" failed to draw crowded houses at the Playhouse in London even with Miss Gladys Cooper as Helen Steele. It is a typically American play with a typically American atmosphere and requiring an out-and-out American interpretation. The six hours that the play covers in the life of Jack Craigen, the forceful man with almost primitive ideas of the Eternal Feminine, are six hours of unceasing hustle. Mr. Albert Morrison gave an excellent representation of the man with the masterful ways. Miss Vera Doria gave yet fresh proof of her versatility as Helen Steele, the hesitating, undecided woman attracted by the primitive in man. To Mr. T. Daniel Frawley fell the difficult part of the escaped lunatic who believed himself to be Napoleon. Mr. Frawley made the part of Boney appear as fine a piece of characterisation as the classic Bronson of the "Belle of New York." The audience thoroughly enjoyed the play and was not slow in showing its appreciation.

### "THE MAN WHO CAME BACK."

With the presentation to-night of "The Man who came back," the Frawley Company, who have charmed Hongkong audiences for the past fortnight, would have concluded their season here but for the unexpected delay in their steamer's departure for Singapore. The play is described as the Company's piece de resistance.

"The Man who came back" is a powerful drama dealing with the reformation of a dissolute young man sent to Shanghai from New York to work out his salvation. His sweetheart follows him East but his efforts to live a useful life meet with no success and it is only when he realises the depth of his sweetheart's devotion to him, he makes a determined effort to give up his foolish mode of life. He obtains a position on a sugar plantation in Honolulu, and the work of reformation begins. Finally, when the father tests the strength of his son's devotion to the girl, it is seen how purifying an influence love has been in the latter's life.

Miss Beatrice Prentice and Mr. Albert Morrison have earned a reputation in Hongkong by their artistic representations of many interesting characters, their successes in "Scandal" and "The Brat" being noteworthy. It is, however, no exaggeration to say that they are seen at their best in "The Man who Came Back." Miss Beatrice Prentice in the *rôle* of the pure-minded sweetheart and Mr. Morrison as the dissolute son. There is a vein of humour all through the play, in which Mr. Homer Barton, Miss Charlotte Fletcher and Mr. Frawley have ample opportunity for a display of their talents.

## "PLAY THE GAME."

### MR. J. W. JAMIESON ON ARTIFICIAL DISTINCTION.

At a recent meeting of the "Whizz-bangs" Football Club, Shanghai, Mr. J. W. Jamieson, C.M.G., British Consul-General, delivered himself of some advice that will be read with interest in local sporting circles. "At the last meeting," Mr. Jamieson said, "I told you to play the game, and if you cannot put up a team to play the Police for lack of support it is a shame and it is not right. Those who failed to turn up are a disgrace to the Club. The members have got to hang together and "play the game." As I told you before, you men have done splendidly, and now that you have come back to comparative civilisation—and I comparative advisedly—you must form the nucleus of what the British Empire has been formed. You have got to show to the people here that you have been to the front. You have got to hang together with the United Services Association and show not only to the British people here, but also to the Americans, the Japanese and other nationalities outside what Britain has done and could do.

"I am sorry to hear that a certain feeling exists among the returned men of the Association," continued Mr. Jamieson, touching on another phase in the affairs of the returned men "You should not be divided because one man is in the Navy, another is in the Police, and others are in firms or hongs. A gentleman is a gentleman by birth; he is not a gentleman by occupation. You who have returned from the war after obeying the call of the country are gentlemen, and should not be divided. Why create these artificial distinctions? I would like you to impress upon the other members of the Club what I have just said. I am your friend, though I am Consul-General here, and I am proud to be a member of your Club, but I would not be proud any longer to belong to your Club if you do not play the game."

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## WAR SERVICE IN AN EDITOR'S CHAIR

### LUNCHEON TO MR. GWYNNE.

Mr. H. A. Gwynne, editor of the *Morning Post*, was entertained by friends and colleagues at luncheon at the Connaught Rooms recently. Lord Ampthill presided. Among those present were:—

Lord Clifford of Chudleigh, Sir Edward Carson, K.C., M.P., Lord Leconfield, Mrs. H. A. Gwynne, Lord and Lady Askwith, Brigadier-General H. Page Croft, M.P., and Mrs. Page Croft, Sir D. Dalziel, M.P., Sir R. Cooper, M.P., Sir G. Riddell, Mr. Donald Macmaster, K.C., M.P., Mr. R. S. Gwynne, M.P., Colonel C. Lowther, M.P., Sir A. Pearson, Sir Mervyn Manningham Buller, Sir E. Robbins, Sir Bartle Frere, Sir H. B. Mackworth Praed, Mr. Leo Maxse, Sir W. H. Harris, Lieutenant-Colonel Sir A. Ritch, Lieutenant-Colonel Swinton, Colonel Repington, Major-General T. D. and Mrs. Pilcher, General Sir O'Moore Creagh, V.C., and Lady Creagh, Brigadier-General A. L. Macbe, C.B., Mr. Robert Donald, Sir F. Hall, M.P., Mr. De F. Pennefather, M.P., Sir Wilfred Stokes, Sir E. Hodder Williams, Mr. Lloyr Harris, Mr. F. C. Wade (Agent-General for British Columbia), Lieutenant-Colonel Goodwin, Sir J. Taverner, Major-General Shaw, Lady Western, Mr. George Terrell, M.P., Mr. C. F. Higham, M.P., Lieutenant-Colonel M. Kincaid Smith, Admiral C. J. Barlow, D.S.O., Rear-Admiral R. Nugent, Colonel Sir Roper Parkington, Judge Udal, and Sir Emsley Carr.

The Chairman said numerous messages expressing regret for inability to attend had been received. The Duke of Northumberland expressed "the greatest admiration for Mr. Gwynne and the work he had done." Lord Salisbury admired the "independence and unflinching sincerity" of the paper. Lord Northcliffe said that but for his absence in Scotland he would have been present to offer tribute to "the fine part played by the *Morning Post* before, during, and since the war." Mr. S. Walsh, M.P., acknowledged "the fearless unswerving advocacy of the highest national interests" by the paper.

In proposing "Our Guest," the chairman said that Mr. Gwynne was conspicuous among those who had helped to bring about victory for civilization and humanity; he had done splendid service as director of a leading organ of public opinion. His services as editor were nearly lost to the nation because when war broke out he was only deterred from taking military service by the wise judgment of the proprietor of the *Morning Post*. Though well qualified to take an active part in a campaign, he could not have served his country better than he did in the editorial chair. He began life as a war correspondent and his career offered fascinating opportunities for the biographer. He was a sportsman in the fullest sense, and many incidents illustrated his versatility and enterprise. Few men in the profession equalled him in knowledge of foreign affairs, and a wide vision with an independent judgment qualified him to guide his fellow-citizens toward a consistent national policy.

Mr. Gwynne, after paying a tribute to his staff, said the pleasure he felt in meeting so many friends was enhanced by the presence of many members of the new National Party. The occasion was not one for political controversy, but amid party conflict it was well to keep in mind the true functions of Government: to provide security for the Empire against outside attack and to pursue a consistent policy for the promotion of the happiness and prosperity of the governed. Judged by those tests the Government had not succeeded which allowed war to come upon us like a "bolt from the blue" and had excited anxiety and mistrust by promises to the people during the war which were incapable of fulfilment. The less politicians interfered with trade the better for trade and industry. A strong National Party should follow a straightforward policy which the people would understand and trust.

## "ONE OF THE MOST ARDUOUS PROFESSIONS."

### MR. ASQUITH'S TRIBUTE TO THE PRESS.

In honour of Mr. A. G. Gardiner, on his retirement from the editorship of the *Daily News*, members of the National Liberal Club entertained him to a complimentary dinner at their headquarters in London on October 15th. The Right Hon. H. H. Asquith presided over a gathering numbering more than 300.

The toast of the evening was proposed by the Chairman, who was received with cheering. He said to act as a chairman at a banquet in honour of a distinguished Pressman was, he would confess, to him a new experience—(laughter)—and perhaps a new venture. (Applause.) The Press was one of the most arduous professions, continued Mr. Asquith. It was carried on day by day and week by week under singularly exacting conditions of controversy and competition. "Let us then recognise here to-night the high level, tone and spirit of Mr. Gardiner's work," added the speaker. "He has always been and is a hard hitter." (Applause.) Speaking with brief reference to controversial matters, the Liberal Leader said that in the trying and testing experiences of the past twelve months Mr. Gardiner had shown an admirable example of constancy and of courage. (Applause.) In speaking of Mr. Gardiner's creed, Mr. Asquith said he would not describe it as "definitive." (Laughter.) The precise significance of that word was still a matter of doubt, and even of possible controversy. In the trying and testing experience of the last twelve months Mr. Gardiner had shown an admirable example of constancy and courage. "We had to choose, and I say deliberately, between Liberalism as we have always understood it, as we have practised it, as we have fought for it, and as we must practise and fight for it in

(Continued at foot of next column.)


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BRITISH WEST INDIES.
Antigua—St. John's. Bahamas—Nassau. Barbados—Bridgetown and Speightstown. Dominica—Roseau. Grenada—St. George's. Jamaica—Kingston, Montego—Montego Bay, Savanna-la-Mar, Port Antonio, Falmouth, Lucea, Morant Bay, Mandeville, May Pen, Spanish Town, Port Maria, Buff Bay, Kingston (Crown Street), Kingston (Princes Street), Kingston (Water Lane), Kingston (Duke Street), Kingston (Orange Street), Kingston (Half Way Tree), Kingston (Cross Roads), Kingston (Port Royal Street), Kingston (Spanish Town Road), Kingston (Harbour Street), Kingston (Tucker's Pen), Kingston (Hope Road), Kingston (Tucker's Pen), Kingston (Hope Road), Kingston (Tucker's Pen), Kingston (Hope Road). St. Kitts—Basseterre. Nevis—Charlestown. St. Lucia—Castries. St. Vincent—Kingstown. Tobago—Scarborough. Trinidad—Port of Spain and San Fernando.
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1146


the future—(cheers)—we had to choose between that and what was in effect whatever it may have been our intention, to organise and, as it turned out for the moment, but only for the moment, a successful attempt to stifle its voice, to paralyse its authority, and neutralise its effective force. What is the result? Look around and you will see it. Cabinet Government superseded, Parliamentary authority a cipher, the House of Commons itself a caricature of the real opinion of the nation. We live politically from day to day, I might say from hand to mouth. We live upon what? Upon phrases, upon expedience, and upon improvisations. There never was a clearer or more urgent call to all that is best and most vital in the Liberalism of the country to take up and pursue with renewed faith and with redoubled ardour the great task to which Mr. Gardiner has devoted his public life."

Mr. Gardiner responded, first in a light vein and, later, on various questions touching the aims of Liberalism. He asserted that he was a journalist, but knew no one in his calling, with its high virtues. (Applause.) The function of the Press, he believed, was to inform the public, sometimes to amuse them, but not to govern them. If they were not going to be governed by principles, he said, they would be governed by interests.


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"Eczema broke out on my fingers in a lot of little white pimples. The itching was horrible, and my hands were so bad I did not know how to do anything for months. The skin got dry and afterwards peeled off in large pieces.
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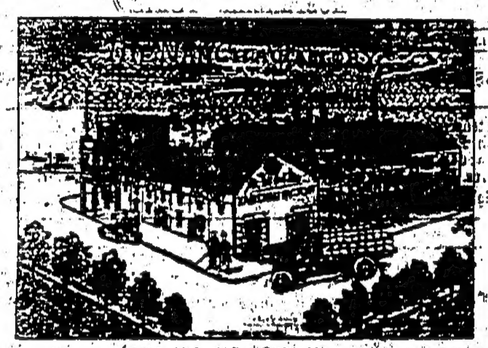


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## VON TIRPITZ ON JUTLAND.

### THE GERMAN DREAM.

The second instalment of Von Tirpitz's memoirs appearing in the *Sunday Times* exhibits the Grand Admiral as a badly disappointed man. Incidentally, it provides an account of the Battle of Jutland, which differs somewhat from that usually accepted in this country. He tells how Admiral Scheer "hastened to the conflict at top speed," and proceeds: "The English admiral, gradually altering his northerly to an easterly course, forced the head of our line also to turn. After having destroyed in a few minutes the battle-cruiser *Invincible* and two armoured cruisers of the *Warrior* class, which had just come up, our leading ships suddenly came upon the main body of the English fleet, deployed in a long line, and lying in haze and mist. Heavy fire was at once opened upon us from all these ships together.

"The situation had thus become, by accident, tactically very disadvantageous for us. Not only would our ships have had to deploy under the fire of the whole enemy fleet in order to gain a good tactical position, but the light was such that the German ships were silhouetted against the evening sky in the west, thus presenting, in the occasional moments of good visibility, admirable objects for artillery observation; while, on the other hand, the haze to the east so obscured the hulls of the British ships that their position was hardly to be discerned save by the flashes of their guns. Admiral Scheer escaped from a position which had become dangerous by turning his fleet together, a manœuvre which few fleets in the world would have succeeded in carrying out under a rain of fire. As soon as he had reformed his fleet he swung round once again on the enemy to repeat his attack. But the approach of night made any carefully-planned battle formation impossible. If the English at this stage of the fight had felt at all superior to us they would have clung to our fleet in all circumstances; for, seeing that we had with us a squadron of older vessels of the pre-Dreadnought period, whereas their fleet consisted entirely of newly-built capital ships, it was superior to us generally in speed, possessing, in addition, a group of battleships of especially high speed."

THROUGH AN AVENUE OF FIRE.

Scheer regarded the renewal of the fight next day as a certainty, Von Tirpitz states, but "when day broke there was nothing to be seen on the whole expanse of sea. Then an airship reported that far to the west a new and apparently large fleet detachment was approaching. As a matter of fact, this proved later to be the main body of the British Fleet, which, however, soon steamed off northwards. As to the movement of the English Fleet, it is probable that it steamed off at nightfall to the west, passing to the south of our fleet, with the rearguard, consisting of cruisers and the larger part of their destroyers, following at a somewhat considerable distance. Our fleet, on its retirement southwards, must have struck the gap which then existed between the main body and their rearguard. The mass of English destroyers, supported by cruisers, were thus presented with an incomparably favourable opportunity to attack our fleet, which was steaming in close formation in one long line. The attack was carried out with courage, but with little skill. It cost us the *Pommern*, a pre-Dreadnought; but several English cruisers, and at least six destroyers, under the fire of our ships, burst into flames, which shot upwards high above the masts of the vessels. As a superior officer of the Staff described it in a letter to me, it was like sailing through an avenue of fire.

"In the afternoon of June 1st, our fleet arrived back in the river-mouths, men and officers elated, and, in a sense, surprised by their success, and by the clearly proved superiority of our personnel and material. The majority of them had had no idea how good was our fleet. In spite of our numerical inferiority and the unfavourable tactical conditions, our losses were only one-third of those of the British. In the course of the year 1916 Admiral Scheer made several further efforts to bring the British fleet to an engagement; but the enemy were, quite obviously, avoiding any costly and precipitated action, and the numerical inferiority of our High Seas Fleet, together with general conditions, made it too unfavourable for us to offer battle at Scapa Flow or off Dover. It is worthy of note that one sally by our fleet brought us to within 30 knots of Sunderland and into touch with the English fleet, but we lost sight of it again in a heavy rainstorm. When the weather cleared the English fleet was nowhere to be seen."

A VICTIM TO DISEASE.

"If my advice had been followed our Navy would have won us the war," is the burden of the Grand Admiral's complaint. "In spite of everything," he says, "I am to-day still convinced, and herein lies the tragedy of the result, that the Fleet could have fulfilled its destiny, and could have aided us to secure a more honourable peace, if a right use had been made of it. The Fleet was good; the men full of eagerness for the fight, and highly trained, while the material was superior to that of the English. The most striking proof of the fighting value of our navy, and of the high opinion of its capabilities entertained by the enemy, is to be found in the fact that the English avoided a meeting, the more emphatically the longer the war lasted. In spite of their ever-increasing superiority, they never attacked our forces of set purpose. They never sought any encounter. In the end our fleet fell a victim to the same disease which attacked all Germany. If it broke out on our large ships a few days earlier, and in more virulent form than in the army, the real reason for this was merely the close relations which were able to be established in the dockyards between the agitator-ridden masses of the working-classes and the crews, and, more particularly, the stokers."

SATURDAY, NOVEMBER 29TH.
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The Race of the day
"ST. ANDREW'S CUP"
H.E. The Governor has kindly consented to give away the cups at the conclusion of the meeting.

MONDAY, DECEMBER 1ST.
At the Theatre Royal,
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LECTURE
By Mlle. H. Van der Flier.

Booking at Moutrie's.—Seats to any part of the Theatre $1.00 each. Soldiers and Sailors in uniform 20 cents each.

The Chair will be taken by His Honour Sir William Rees Davies, Kt., K.C.

The lecture will be illustrated by moving pictures of intense interest, among which is shown the bombardment of Antwerp. The photographs were taken from an aeroplane and German shells are plainly seen bursting over the town.

A quantity of beautiful bronze plaques specially designed for the Fund by a famous Belgian artist will be sold by ladies before and after the lecture. A number of these plaques were purchased by the Belgian Government for presentation to ladies in foreign countries who had helped in collecting money on behalf of the destitute and suffering people. Price $5.00 each.

Do not fail to purchase one of these beautiful plaques of historic value. It will serve to remind you of the great victory of Freedom over Tyranny.

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FRIDAY, DECEMBER 19TH,
From 9 p.m. to 12 midnight.
GRAND MASKED BALL.
Prizes will be given for the most Attractive Dominoes.
Admission.....$5.00 each, including light refreshments.

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Admission.....$1.00
CABARET, TOMBOLA, DANCING, TEA, Etc.
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DANCING will continue until Midnight.

Motto for December 19th & 20th:
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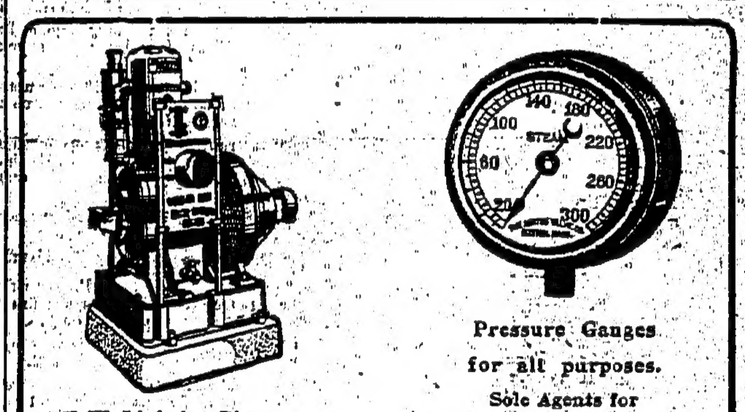


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THE Homeward Mail Steamer "DELWARA" carrying His Majesty's Mail, will be despatched from this port about DECEMBER 16TH, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

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THE CHINA & AUSTRALIA STEAMSHIP CO., LTD.,
Agents.

Hongkong, Nov. 25th, 1919. [1573

## SHIPPING NEWS

### ARRIVALS.

November 25th.

*Chofu Maru*, Japanese str., 933 tons, Capt. Nayamoto, from Keelung, with a cargo of coal.—M.B.K.

*Chuen On*, Chinese str., 213 tons, Capt. Chan, from Port Bayard and Macao, with a general cargo.—Yau Tai & Co.

*Kaho*, Chinese str., 1,038 tons, Captain Hoeg, from Woosung, with a general cargo.—Moller & Co.

*Melville Dollar*, British str., 2,804 tons, Capt. Wright, from Vancouver and Shanghai, with a general cargo.—Robert Dollar Co.

*Soerabaya Maru*, Jap. str., 1,900 tons, Capt. Takada, from Sandakan, with a general cargo.—O.S.K.

November 26th.

*Chenan*, British str., 1,354 tons, Captain Laver, from Tsingtau, with a general cargo.—B. & S.

*Glenapp*, British str., 4,623 tons, Capt. Simpson, from Singapore, with a general cargo.—J. M. & Co.

*Haihong*, British str., 1,270 tons, Capt. Evans, from Swatow, with a general cargo.—Douglas S.S. Co.

*Kashgar*, British str., 5,538 tons, Capt. Smith, from London, which port she left on October 11th, with a general cargo.—P. & O. S.S. Co.

*Kitano Maru*, Japanese str., 7,951 tons, Capt. Cope, from London, which port she left on October 19th, with a general cargo.—N.Y.K.

*Kwang Lee*, Chinese str., 1,468 tons, Capt. Sangster, from Shanghai, with a general cargo.—C.M.S.N. Co.

*Kwang Sang*, British str., 1,628 tons, Capt. Woodgett, from Canton, with a general cargo.—J. M. & Co.

*Nagato Maru*, Japanese str., 4,324 tons, Capt. Kurihara, from Vladivostock, with a general cargo.—N.Y.K.

*Methven*, British str., 3,072 tons, Capt. Douglas, from Shanghai, with a general cargo.—C.P.O.S.

*Panama Maru*, Japanese str., 5,789 tons, Capt. Egawa, from Singapore, which port she left on November 18th, with a general cargo.—O.S.K.

*Rayo Maru*, Japanese str., 1,300 tons, Capt. Kimura, from Keelung, with a general cargo.—O.S.K.

*Sinkiang*, British str., 1,616 tons, Capt. Barkus, from Canton, with a general cargo.—B. & S.

*Saigon Maru*, Japanese str., 4,491 tons, Capt. Kondo, from Moji, with a general cargo.—O.S.K.

*Telemachus*, British str., 4,602 tons, Capt. Elford, from Vladivostock.—B. & S.

*Tientsin*, British str., 1,227 tons, Capt. Hope, from Canton.—B. & S.

*Tungshing*, British str., 707 tons, Capt. Udden, from Canton, with ballast.—Kwang Hing.

### SHIPPING MOVEMENTS.

Telegraphic advice has been received that the s.s. *Ecuador* left San Francisco on November 19th.

The O.S.K. s.s. *Panama Maru*, which arrived in Hongkong yesterday from Singapore, reports that she encountered a very severe typhoon off the Annam Coast on November 21st. The vessel was badly damaged.

### CLEARANCES.

November 25th.

*Kaho*, for Canton.

November 26th.

*Aragaz*, for Balikpapan.
*Chak Sang*, for Kobe.
*Chenan*, for Canton.
*City of Newcastle*, for New York.
*Devavongse*, for Singapore.
*Eastern*, for Melbourne.
*Empress of Asia*, for Vancouver.
*Hanoi*, for Haiphong.
*Kaiping*, for Haiphong.
*Kashgar*, for Yokohama.
*Kung Hong*, for Shanghai.
*Kwong Sang*, for Shanghai.
*Nam Kam*, for Haiphong.
*Yogata Maru*, for Calcutta.
*Phra Nang*, for Quinhon.
*Quinnebaug*, for Foochow.
*Rhesus*, for London.
*Taishun*, for Canton.
*Telemachus*, for London.

### PASSENGERS.

ARRIVALS.

Per s.s. *Haihong*, on November 26th.:—Mr. J. E. Oswald, Mrs. and Miss Thom and Mrs. Knox.

Per s.s. *Kitano Maru*, on November 26th:—Mrs. A. C. Fawcett, Miss A. E. James, Mr. A. S. Sorensen, Mrs. B. J. Wyers, Mrs. M. Tyers, Mrs. C. Anderson and Mrs. A. M. Nicol.

Per s.s. *Kashgar*, on November 26th.:—Eng.-Capt. Ferguson, Mrs. M. Talanti, Mr. and Mrs. T. P. Nailer, Miss M. Khambatta, Miss S. Khambatta, Rev. and Mrs. F. P. Wiley, Mrs. C. Scharer, Sister Agnes, Sister Cecilia, Mr. and Mrs. Deering, Miss Deering, Dr. and Mrs. Cane, Mr. and Mrs. J. W. Upper, Mr. and Mrs. W. Maxwell, Mr. and Mrs. Berand, Mr. F. Powell, Mr. and Mrs. W. Cookson, Mrs. L. M. Smith, Mr. M. F. Boland, Mr. Blacking, Mr. J. H. Evans, Mr. R. S. Heaney, Mr. D. R. Myerston, Mr. L. R. Macphail, Mr. D. G. Deble, Mr. and Mrs. M. E. Mullinuex, Miss D. Bence, Mr. and Mrs. E. Tassal and Dr. E. C. Waterhouse.

### WEATHER REPORT.

November 26th, at 11.50.—No returns from Japanese stations.

Pressure has increased moderately at Weihaiwei, and decreased slightly to moderately elsewhere: the anti-cyclone has moved eastward, and is probably central over Korea.

The monsoon will be temporarily interrupted to the north of Foochow, but will continue to blow freshly over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 73.43 inches, against an average of 81.80 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

| District | Forecast. |
|---|---|
| Hongkong to Gap Rock | N.E. winds, fresh; fine to cloudy. |
| Formosa Channel | The same as No. 1. |
| South Coast of China between Hongkong and Lamocks | The same as No. 1 |
| South Coast of China between Hongkong and Hainan | The same as No. 1 |


# N. Y. K.

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FUSHIMI MARU (omitting Manila) ... Saturday, 13th Dec., at 11 a.m.
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TAMBA MARU ... Friday, 5th Dec., at Noon.
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TANGO MARU ... Wednesday, 24th Dec., at 11 a.m.
NIKKO MARU ... Middle of Jan.

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TOKUSHIMA MARU ... End of December.

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|---|---|---|
| Empress of Asia ... | Nov. 27 | Dec. 15 |
| Empress of Russia | Dec. 25 | Jan. 12 |
| Empress of Japan... | Jan. 14 | Feb. 4 |
| * Monteagle ... | Jan. 3 | Jan. 27 |
| Empress of Asia ... | Jan. 22 | Feb. 9 |
| Empress of Japan... | Mar. 10 | Mar. 31 |
| Empress of Russia | Mar. 11 | Mar. 29 |
| * Monteagle ... | Mar. 22 | Apr. 15 |
| Empress of Asia ... | Apr. 8 | Apr. 26 |
| Empress of Japan... | May 5 | May 26 |
| Empress of Russia | May 6 | May 24 |
| * Monteagle ... | May 29 | June 22 |
| Empress of Asia ... | June 3 | June 21 |
| Empress of Japan... | June 30 | July 21 |
| Empress of Russia | July 1 | July 19 |

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|---|---|---|
| "CHANGSHA" ... | 25th November. | 29th November. |

SAILINGS SUBJECT TO ALTERATION.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand & Tasmanian Ports.

For freight or passage apply to— BUTTERFIELD & SWIRE, Agents. [1425



# GLEN AND SHIRE

Joint Service of Steamers.

## U.K., STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

| Vessel | Due Hongkong |
|---|---|
| "GLENSPEY" ... | 12th Dec. |
| "GLENAMOY" ... | 15th Dec. |

HOMEWARDS.

| Vessel | Leaves Hongkong | Discharges |
|---|---|---|
| "CARDIGANSHIRE" ... | 5th December ... | GENOA & LONDON |
| "CARMARTHENSHIRE" ... | 7th December ... | LONDON & ANTWERP |
| "GLENAMOY" ... | About 15th January ... | GENOA & ANTWERP |
| "GLENSPEY" ... | " 28th January ... | LONDON |
| "GLENAVY" ... | " 29th January ... | GENOA |

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

AGENTS: The Glen Line, Ltd: The Royal Mail Steam Packet Co: Owners of "Shire" Line:

Tel. No. 215, sub. ex. 23. [17



## CANADIAN PACIFIC OCEAN SERVICES, LTD.

THE STEAMSHIP

# "METHVEN"

will be despatched for SINGAPORE on or about **Monday, December 1st.**

For Freight and further information apply to—

J. H. WALLACE,
General Agent.

1553



## LLOYD TRIESTINO

# S.S. "NIPPON"

For SINGAPORE, COLOMBO, PORT SAID and TRIESTE hence, about **Dec. 1st.**

To be followed by

**S.S. "PERSIA"**
**S.S. "AFRICA"**

For freight or passage apply to—

DODWELL & CO., LIMITED,
Agents.

1128



## FOR NEW YORK.

## AMERICAN ASIATIC S.S. CO.

# S.S. "ARABIAN PRINCE"

will be despatched for NEW YORK via SUEZ CANAL about **End of December.**

For freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
Agents.

1517



# PACIFIC MAIL S.S CO.

## U.S. MAIL LINE.

Operating the new first-class steamers

**"ECUADOR," "VENEZUELA" AND "COLOMBIA,"**

**HONGKONG TO SAN FRANCISCO,**

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Tuesday, Dec. 2nd, 1919.
S.S. "ECUADOR" ... Wednesday, Dec. 31st, 1919
S.S. "COLOMBIA" ... Wednesday, Jan. 28th, 1920.

ALSO

The following U.S. Shipping Board vessels

| | Sails from San Francisco | Due to sail from Hongkong |
|---|---|---|
| S.S. "WEST INSKIP" ... | Oct. 25th, 1919 ... | Dec. 17th, 1919. |
| S.S. "WEST CADDOA" ... | Oct. 30th, 1919 ... | Dec. 24th, 1919. |
| S.S. "WEST CONOB" ... | Nov. 1st, 1919 ... | Dec. 26th, 1919. |
| S.S. "WEST VACA" ... | Nov. 10th, 1919 ... | Jan. 3rd, 1920. |
| S.S. "WEST KADOR" ... | Nov. 20th, 1919 ... | Jan. 10th, 1920. |
| S.S. "WEST NERIS" ... | Dec. 28th, 1919 ... | Feb. 13th, 1920. |

Cargo accepted on through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—
PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road,
Telephone 141. Cable Address "SOLANO."



## INDO-CHINA

## STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

| | | | |
|---|---|---|---|
| HAIPHONG via HOIHOW ... | "TAKSANG" ... | Fri., | 28th Nov., 8 A.M. |
| MANILA ... | "LOONGSANG" ... | Fri., | 28th Nov., 3 P.M. |
| SHANGHAI ... | "CHOYSANG" ... | Sun., | 30th Nov., D'light. |
| STRAITS & CALCUTTA ... | "KWAISANG" ... | Mon., | 1st Dec., D'light. |
| SHANGHAI ... | "HOPSANG" ... | Thurs., | 4th Dec., D'light. |
| SHANGHAI ... | "FOOSHING" ... | Fri., | 5th Dec., D'light. |
| KOBE ... | "LAISANG" ... | Fri., | 5th Dec., 5 P.M. |
| KOBE ... | "KUMSANG" ... | Sat. | 13th Dec., 5 P.M. |

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

For Freight or passage apply to—
JARDINE, MATHESON & CO., LTD.
Telephone No. 215. General Managers.



Cable Address
Kawakisen, Kobe.
Bentley's, A.B.C. 5th Ed.
and Scott's Codes.

Telephone: Sannomiya
3814, 3933.

# KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ..... Y20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Dr. MASAYA ABE.

The Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

**CHARTERS of all descriptions.**

The following are comprised in the Company's Fleet:—

**Eleven steamers of 9,100 tons each deadweight.**

And, under the Company's management:—

**Twenty steamers of about 9,100 tons deadweight each.**
**Two steamers of about 6,400 tons deadweight each.**
(Belonging to the Kawasaki Dockyard Co., Ltd.)

*For Charter Rates and all other particulars apply to the*

KAWASAKI KISEN KAISHA,
No. 8, BUND, KOBE.

[1400

## AMERICAN & ORIENTAL LINE

For NEW YORK via Panama Canal
S.S. "SUVERIC" sailing about end of January.

## ORIENTAL AFRICAN LINE
## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to— THE BANK LINE, LTD., Managing Agents.

15

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
to
UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD., General Agents.

or to REISS & Co., Canton. 4a

## C. N. C.
## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamer | To Sail |
|---|---|---|
| SWATOW & SINGAPORE | "LINAN" | On 27th Nov., 11 A.M. |
| SHANGHAI | "SINKIANG" | On 27th Nov., Noon. |
| SHANGHAI & TSINGTAO | "CHENAN" | On 28th Nov., 4 P.M. |
| HOIHOW, PAKHOI & HAIPHONG | "KAIFONG" | On 30th Nov., 10 A.M. |
| SWATOW and BANGKOK | "KANCHOW" | On 2nd Dec., 9 A.M. |
| SHANGHAI | "SHANTUNG" | On 2nd Dec., Noon. |
| MANILA, CEBU & ILOILO | "TAI MING" | On 8th Dec., 3 P.M. |

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents

TELEPHONE 36 4

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
**SWATOW, AMOY AND FOOCHOW**
AND RETURN.
(Occupying 9 to 10 Days).

"HAIHONG" | Capt. J. W. Evans ... | FRIDAY, 28th Nov., at 1 P.M.
"HAICHING" ... | Capt. A. H. Stewart | TUESDAY, 2nd Dec., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS LAPRAIK & CO., General Manager. 5

## NEW YORK DIRECT.
Joint Service of the
"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD).
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD).

Sailings from Hongkong.

"KNIGHT TEMPLAR" ... via Panama ... 23rd Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON. 1214

# P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

### PENINSULAR & ORIENTAL SAILINGS (South)

| S.S. | Tons | From Hongkong (about) | Destination |
|---|---|---|---|
| "TRAZ-OS-MONTES" | 9,000 | 1st Dec. | London, Vladivostock via Suez |
| "DILWARA" | 5,500 | 16th Dec. | Straits, Ceylon, Bombay. |
| "NOVARA" | 7,000 | 19th Dec. | MARSEILLES & LONDON direct. |
| "KASHGAR" | 9,000 | 29th Dec. | —Do— |

### BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|---|---|---|---|
| "ARRATOON APCAR" | 4,500 | 23rd Dec. | Straits, Rangoon & Calcutta. |

### EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|---|---|---|---|
| "EASTERN" | 4,000 | 27th Nov. 3 P.M. | Sandakan, Timor, Port Darwin, Thursday Island, Queensland, Ports and Sydney. |

### SAILINGS TO SHANGHAI & JAPAN

| | | | |
|---|---|---|---|
| "KASHGAR" | 9,000 | 27th Nov. 4 P.M. | Shanghai, Kobe & Yokohama. |
| "ARRATOON APCAR" | 4,500 | 1st Dec. | Shanghai & Kobe. |
| "DILWARA" | 5,500 | 4th Dec. | Shanghai. |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2½ft. x 2ft. x 1ft will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents. 1

22, Des Voeux Road Central, HONGKONG.

## THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe).

| | | |
|---|---|---|
| "ENDICOTT" | About Dec. | 2nd. |
| "ELKTON" | About Dec. | 5th. |
| "WYTHEVILLE" | About Dec. | 5th. |
| "ELDRIDGE" | About Dec. | 10th. |
| "EDMORE" | About Dec. | 24th. |
| "CITY OF SPOKANE" | About Jan. | 5th. |
| "ICONIUM" | About Jan. | 20th. |
| "SEATTLE SPIRIT" | About Feb. | 1st. |
| "WHEATLAND" | About Feb. | 15th. |

For PORTLAND direct.
(Calling at Shanghai and Kobe).

| | | |
|---|---|---|
| "WABAN" | About Dec. | 19th. |
| "WAWALONA" | About Dec. | 29th. |

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to
THE ADMIRAL LINE.
TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

## FOR NEW YORK

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

will be despatched for NEW YORK via SUEZ CANAL on or about December 6th.

For Freight and further particulars, apply to—
SHEWAN, TOMES & CO., Agents 1229

## TOYO KISEN KAISHA.
### SAN FRANCISCO LINE.
VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamers | Tons | Leave Hongkong |
|---|---|---|
| SIBERIA MARU | 20,000 | Nov. 28th. (from Kobe) |
| KOREA MARU | 20,000 | Dec. 2nd. |
| * NIPPON MARU | 11,000 | Dec. 8th (from Yokohama) |
| TENYO MARU | 22,000 | Dec. 18th. |
| SHINYO MARU | 22,000 | Jan. 15th. |
| PERSIA MARU | 9,000 | Feb. 3rd, 1920. |

* omitting Shanghai

### SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

| Steamers | Tons | Leave Hongkong |
|---|---|---|
| KIYO MARU | 17,200 | Jan. 9th, 1920. |
| ANYO MARU | 18,000 | Mar., 13th. " |
| SEIYO MARU | 14,000 | May, 11th. " |

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by Rail between Ports of Call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, Manager, King's Building.

Telephone 2374 and 2375.

## MESSAGERIES MARITIMES.
### FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| Destination | Steamer & Displacement | Sailing Days |
|---|---|---|
| SHANGHAI, KOBE & YOKOHAMA | "PORTHOS" ... 20,000 | On or about 11th Jan 1920 |
| | "AMAZONE" ... 10,000 | On or about 26th Jan. |
| MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID | "SPHINX" ... 20,000 | On or about 10th Dec |
| | "ANDRE LEBON" 22,000 | On or about 26th Dec. |
| SHANGHAI | "SCHARNHORST" ... — | On or about 30th Dec. |

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—
R. RODENFUSER, Acting Agent, Queen's Building.

TELEPHONE 740.

## O. S. K.
### OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

**LONDON & ANTWERP**—Monthly direct service via Singapore and Port Said.
"ALPS MARU" ... Beginning of December.
"AMUR MARU" ... End of Dec. or early Jan

**GENOA**—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.

**BUENOS AIRES, RIO DE JANEIRO SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.**
"SUMATRA MARU" ... Middle of December.

**BOMBAY COLOMBO**—Regular fortnightly service via Singapore.
"SAIGON MARU" ... Thursday, 27th November.
"KASADO MARU" ... Friday, 7th December

**SAIGON, BANGKOK, SINGAPORE**—Regular Monthly services
"UNNAN MARU" ... Monday, 1st December.

**SYDNEY, MELBOURNE**—Monthly service taking cargo to New Zealand and Pacific Islands.
"KUNAJIRI MARU" ... Thursday, 11th December.

**VICTORIA, VANCOUVER, SEATTLE, TACOMA**—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway
† "CANADA MARU" ... Thursday, 27th November.
* "ARABIA MARU" ... Saturday, 20th December.
† calling at Manila
* calling at Shanghai

**JAPAN PORTS**—Moji, Kobe Yokkaichi, Yokohama.

**KEELUNG via SWATOW, AMOY**—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.
"KAIJO MARU" ... Sunday, 30th November

**For TAKAO via SWATOW and AMOY.**
"SOSHU MARU" ... Thursday, 4th December

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745. 23

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" 15,000 tons. "CHINA" 10,900 tons. "NILE" 11,000 tons.

SAILINGS FROM HONGKONG FOR
**SAN FRANCISCO**
VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" 13th Jan. 1920. "CHINA" Jan. 31st, 1920. "NILE" Dec. 20th.

An unsurpassed high-class passenger service.

G. H. RITTER Freight and Passenger Agent, Lee House Street. Tel. 1242
Prince's Buildings.

## POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

### INWARD MAILS.

| From | Per | Due |
|---|---|---|
| Straits ... ... ... ... ... | *Doylestown* ... | 27th Nov. |
| Australia and Manila ... ... ... | *Victoria* ... .. | 28th Nov. |
| Shanghai ... ... ... .. .. | *Shantung* ... ... | 28th Nov. |
| Straits ... ... ... ... ... | *Arratoon Apcar* ... | 29th Nov. |

### OUTWARD MAILS

| For | Per | Date |
|---|---|---|
| Macao ... ... ... ... ... ... | *Sui An* ... ... | Thursday, 27th, 8.30 A M |
| *Straits, *Bangkok and Calcutta ... | *Nagato Maru* ... | Thursday 27th, 10.00 A M |
| Swatow and *Straits ... ... ... | *Linan* ... | Thursday, 27th, 10.00 A M |
| *Shanghai, *North China & *Japan via Kobe | *Kitano Maru* | Thursday, 27th, 10.00 A M |
| Philippine Islands, *Japan via Moji, *Canada, *United States, *Central and South America and *EUROPE via VICTORIA, B.C. ... ... ... | *Canada Maru* | Thursday, 27th, Registration 9.15 A M; Letters 10.00 A M |
| *Straits, *Bangkok, *Ceylon, *Mauritius, *South Africa, *India via Dhanushkodi, *Egypt & *EUROPE via MARSEILLES | *Indo Maru* | Thursday, 27th, Registration ... 9.15 A M; Letters ... 10.00 A M |
| SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and EUROPE via VANCOUVER, B.C. | *Empress of Asia* | Thursday, 27th, Registration ... 9.45 A M; Letters ... 10.30 A M |
| *Shanghai and *North China ... ... .. | *Tungshing* .. | Thursday, 27th, Noon |
| Sandakan, Timor, Australia and New Zealand via Thursday Island ... ... | *Eastern* ... ... | Thursday, 27th, Registration 12.45 P M; Letters ... .. 1.30 P M |
| Fort Bayard ... ... ... .. | *Chuen On* .. | Thursday, 27th, 2.00 P M |
| Straits and Bangkok ... ... ... | *Eurylochus* | Thursday, 27th, 3.00 P M |
| *Shanghai, N. China and *Japan via Moji | *Kasuga* ... .. | Thursday, 27th, 3.00 P M |
| Macao ... ... ... ... ... ... | *Chunchow* .. | Thursday, 27th, 4.30 P M |
| *Hoihow and Tourane ... ... ... | *Fuyi Wah* .. | Thursday, 27th, 5.00 P M |
| Hoihow and Haiphong ... ... ... | *Takasaki* .. | Thursday, 27th, 5.00 P M |
| Shanghai and North China .. ... | *Glenapp* ... ... | Thursday, 27th, 5.00 P M |
| Macao ... ... ... ... ... ... | *Sui An* ... | Friday, 28th, 8.30 A M |
| Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay, and Aden ... ... | *Saigon Maru* ... | Friday, 28th, 9.00 A M |
| Swatow, Amoy and Foochow ... | *Hai Heng* ... ... | Friday, 28th, Noon |
| Philippine Islands | *Loongsang* | Friday, 28th, 2.00 P M |
| Macao ... ... ... ... ... ... | *Chunchow* | Friday, 28th, 4.30 P M |
| Macao ... ... ... ... ... ... | *Sui An* ... | Saturday, 29th, 8.30 A M |
| Shanghai and North China ... ... | *Chenan* .. | Saturday, 29th, 3.00 P M |
| Macao ... ... ... ... ... ... | *Chunchow* ... | Saturday, 29th, 4.30 P M |
| Amoy .. ... | *Tjitaroem* .. | Saturday, 29th, 5.00 P M |
| Macao ... ... ... ... ... ... | *Sui An* .. ... | Sunday 30th, 8.30 A M |
| Swatow, Amoy, and Formosa via Keelung | *Kanjo Maru* ... | Sunday, 30th, 9.00 A M |
| Hoihow, Pakhoi and Haiphong | *Kaifong* | Sunday, 30th, 9.00 A M |
| | | —: DECEMBER :— |
| Straits and Bangkok ... ... ... | *Tjikembang* ... | Monday, 1st, 3.00 P M |
| *Swatow and *Bangkok | *Kanchow* ... ... | Tuesday, 2nd, 8.00 A M |
| SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES, CENTRAL & SOUTH AMERICA, AND *EUROPE via SAN FRANCISCO ... ... | *Korea Maru* | Tuesday, 2nd, Registration 9.45 A M; Letters 10.30 A M |
| Shanghai, and North China .. ... .. | *Shantung* ... | Tuesday, 2nd, 11.00 A M |
| Swatow, Amoy and Foochow ... | *Haiching* .. | Tuesday, 2nd, Noon |
| Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES | *Tambo Maru* | Friday, 5th, Registration 9.45 A M; Letters 10.30 A M |
| Philippine Islands ... ... ... ... | *Tamsang* .. | Tuesday, 9th, 2.00 P M |

* Correspondence bearing vessel's name only.


KONINKYLKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on December 17th, to,

PENANG AND BELAWAN DELI.

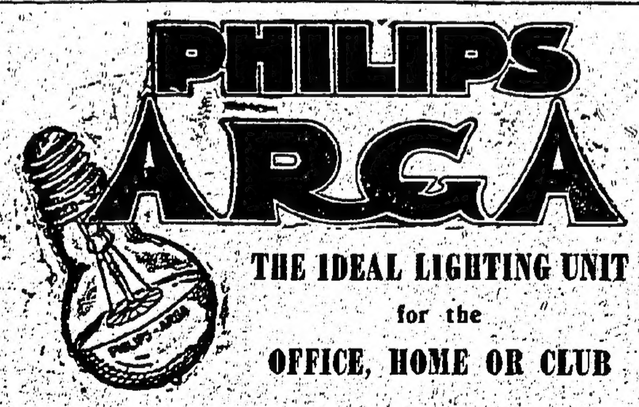
This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574. Agents. [770




THE IDEAL LIGHTING UNIT

for the

OFFICE, HOME OR CLUB

A drawback to the domestic use of the ½ Watt lamp has been that until quite recently they could only be made and used economically in large candle powers.

This problem has been solved in the "ARGA" which we now present for your trial and certain approval.

Supplied in 25 and 32 Candle Power. PRICE 50 cts. each.

Special prices given for large quantities.

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG. [55


## COMMERCIAL.

### OPENING QUOTATIONS.

| | |
|---|---|
| ON LONDON.— | November 26 h. |
| Telegraphic Transfer | 5/- |
| Bank Bills, on demand | 5/-½ |
| Bank Bills, at 30 days' sight | 5/-¼ |
| Bank Bills, at 4 months' sight | 5/-¾ |
| Credits, at 4 months' sight | 5/2 |
| Documentary Bills, 4 months' sight | 5/2½ |
| ON PARIS.— | |
| Bank Bills, on demand | — |
| Credits, at 4 months' sight | 101.5 |
| ON NEW YORK.— | |
| Bank Bills, on demand | 101⅞ |
| Credits at 60 days' sight | 103½ |
| ON BOMBAY.— | |
| Telegraphic Transfer | 125 |
| Bank Bills, on demand | — |
| ON CALCUTTA.— | |
| Telegraphic Transfer | 125 |
| Bank Bills, on demand | — |
| ON SHANGHAI.— | |
| Bank Bills at sight | nom. |
| Private, 30 days' sight | |
| ON YOKOHAMA.—On demand | 202½ |
| ON MANILA.—On demand—Pesos | 207 |
| ON SINGAPORE.—On demand | 213 |
| ON BATAVIA.—On demand | 254 |
| ON HAIPHONG.—On demand | nom. |
| ON SAIGON.—On demand | nom |
| ON BANGKOK.—On demand | nom |
| SOVEREIGNS, Bank's Buying Rate | $ 3.95 n. |
| GOLD LEAF, 100 fine, per tael | $27.60 |
| BAR SILVER, per oz. | 76d. |

SUBSIDIARY COINS.

| | | Per cent |
|---|---|---|
| Hongkong ... 20 cents piece | ... | $0.00 Discount |
| Hongkong ... 10 " | ... | 0.06 " |
| Canton ..... 20 " | ... | 2.90 Premium |
| Canton ..... 10 " | | 0.00 " |

### BANKS


HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB.
Chief Manager.

Hongkong November 2nd 1919. 10

THE BANK OF TAIWAN, LIMITED,
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

| | |
|---|---|
| Capital Subscribed ... ... | Yen 60,000,000 |
| Capital (Paid-up) ... ... ... | " 37,500,000 |
| Reserve Funds ... ... ... | " 7,030,000 |

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tokyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
HONGKONG BRANCH, Manager.
3, Des Vœux Road, Central.
Hongkong, November 1st, 1919. [52

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—No. 5, Queen's Road, Centl.

Paid-up Capital ... ... ... $2,000,000.00

Directors:
Mr. PONG WAI TING, Chairman.

| | |
|---|---|
| Mr. Chow Shou Son, | Mr. Kan Ying Po, |
| Mr. Li Koon Chun, | Mr. Chan Kai Ming, |
| Mr. Mok Ching Kong, | Mr. Fung Ping Shan, |
| Mr. Wong Yun Tong, | Mr. P. K. Kwok, |
| Mr. Chan Ching Shek, | Mr. Ng Chung Luk. |

Chief Manager:—KAN TONG PO.
Assist. Manager:—LI TEE FONG.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

KAN TONG PO, Chief Manager.
[1050

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Vœux Road Central.
Hankow Branch:—Pancoff Building.

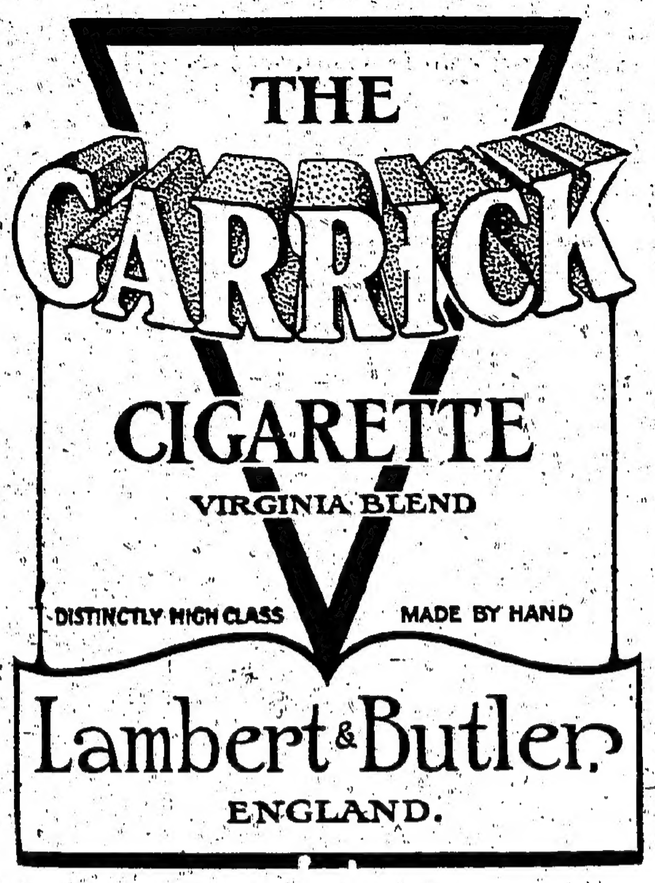
DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.
Hongkong, July 7th, 1919. [907

A HIGH GRADE VIRGINIA:—




SOLD BY ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co., (China), Ltd

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

| | |
|---|---|
| SUBSCRIBED CAPITAL | F. 75,000,000 |
| PAID UP | F. 37,500,000 |
| (1/3 of the Capital, i.e., F. 25,000,000 subscribed by the Government of the Chinese Republic.) | |

Chairman of the Board of Directors } André Berthelot
General Manager } A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.
BRANCHES:

| | |
|---|---|
| Marseilles | Canton |
| Peking | Saigon |
| Shanghai | Haiphong |
| Tientsin | Yunnanfu |
| Hongkong | Vladivostock |
| Hanoi | Foochow |

BANKERS:
In FRANCE: Société Général pour favoriser le Development du Commerce et de l'Industrie en France.
In LONDON: London County Westminster & Parr's Bank, Ltd.
London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROULET DE JOURNEL,
Manager.
Hongkong, September 10th, 1919. [65

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London

| | |
|---|---|
| Authorised Capital ... ... | £1,500,000 |
| Subscribed " ... ... | 1,500,000 |
| Paid-up " ... ... | 750,000 |
| Reserve Fund & Rest ... ... | 785,700 |

Bankers:
THE BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:

| | | |
|---|---|---|
| Bombay | Galle | Penang |
| Calcutta | Hongkong | Kota Bhara |
| Colombo | Howrah | Kuala Lumpur |
| Delhi | Kandy | Madras |
| Port Louis (Mauritius). | | |

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Acting Manager.
c/ 7, Queen's Road Central.
Hongkong, April 17th, 1919. [64

THE BANK OF CHINA
行銀國中
(SPECIALLY AUTHORISED IN CHINA BY PRESIDENTIAL MANDATE OF 22ND NOVEMBER, 1917.)

| | |
|---|---|
| Authorised Capital ... ... | $60,000,000 |
| Paid-up Capital ... ... ... | $12,279,800 |
| Reserve Funds ... ... ... | $ 3,187,400 |

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.

(PEKING): Haiting, Tungchow. (NORTH): Miyun, Chohsien, Pahsien, Niulanshan, Hsuanhua. (CHIHLI): Tientsin, Paotinfu, Lutai, Tsinhsien, Sangfang, Shuntehfu, Tangshan, Taming, Cholushsien, Weinsien. (MANCHURIA): Changchun, Moukden, Kirin, Tsitsihar, Newchang, Lisoyuanchow, Heho, Hsinmingfu, Taonanfu, Harbin, Dalny, Antung, Tieling, Chinghsien, Sifeng, Hulan, Suiwafu, Hailunfu, Ninguta, Kungchuling, Liaoyang, Fuyu, Yenchi, Kaipingsien (HUPEH): Hankow, Shasi, Ichang, (HUNAN): Changsha, (KIANGSU): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wusih, Hsuchowfu, Tungchow. (SOUTH): Tsinkiangpo. (SHANTUNG): Tsinan, Tsingtao, Chefoo, Tenghsien, Linteinhsien. (SHANSI): Taiyuanfu, Yunsheng, Sinkiaohsien, Tatungfu. (HONAN): Kaifung, Chowkiakow, Hsuhsien, (KWANGTUNG): Hongkong, Canton, Swatow, Kiungchow. (FUKIEN): Foochow, Amoy, Hankong, Chuanchowfu, Changchowfu, Santuao. (CHEKIANG): Hanchow, Shaoshing, Huchowfu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen (KIANGSI): Nanchang, Kinkiang, Kanchowfu, Chintenchen, Chian. (ANWUEI): Wuhu, Anking, Pangfow, Luchowfu, Tatung, Tungki, Luan. (SZECHUEN): (KWEICHOW): Kweiyangfu, (SHANSI): Sianfu, Hangchungfu. (SUIYUAN): Kweihwating, Paotowchen (TSAHAR): Kalgan, Fengchen, (URGA): Urga, Hakiatao.

HONGKONG BRANCH.

Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE PEI,
Manager.
Hongkong, May 15th, 1919. 271

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

| | |
|---|---|
| Paid-up Capital ... ... ... | £1,200,000 |
| Reserve Fund ... ... ... ... | £2,100,000 |
| Reserve Liability of Proprietors | £1,200,000 |

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.
Hongkong, April 8th 1919

HONGKONG AND SHANGHAI BANKING CORPORATION.

| | |
|---|---|
| Paid-up Capital ... ... | $15,000,000 |
| Reserve Funds:— | |
| Sterling £1,500,000, at 2/-= | $15,000,000 |
| Silver ... ... ... | $21,000,000 |
| | $36,000,000 |
| Reserve Liability of Proprietors | $15,000,000 |

Court of Directors:
J. A. PLUMMER, Esq.—Chairman.
Hon. Mr. E. V. D. PARR—Deputy Chairman.

| | |
|---|---|
| J. W. C. Bonnar, Esq. | P. H. Holyoak, Esq. |
| A. H. Compton, Esq. | Hon. Mr. J. Johnstone |
| Hon. Mr. S. H. Dodwell. | W. L. Pattenden, Esq |
| C. S. Gubbay, Esq. | Ross Thomson, Esq. |

Chief Manager:
Hongkong—N. J. STABB, Esq.

Manager:
Shanghai—A. G. STEPHEN, Esq

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
" 6 " 3½ " " "
" 12 " 4 " " "

N. J. STABB,
Chief Manager
Hongkong, November 6th, 1919. 9

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

| | |
|---|---|
| Capital ... ... ... ... | Frs. 48,000,000 |
| Reserves ... ... ... ... | " 50,000,000 |

BRANCHES AND AGENCIES.

| | | |
|---|---|---|
| Bangkok | Hongkong | Saigon |
| Battambang | Mongtze | Shanghai |
| Canton | Noumea | Singapore |
| Djibouti | Papeete | Tientsin |
| Haiphong | Peking | Tourane |
| Hankow | Pnom-Penh | Vladivostock |
| Hanoi | Pondichery | |

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England Ltd. Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. SIKE,
Acting Manager.
Hongkong October 21st, 1919. 108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